

Scale
AVIATION
Modeller
international

1/32 advance preview
SWORDFISH
NEW

Skystriker

Able Dog Stable

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Kahu II
1/48 Rafale M

Revell

A pair of Hips

1/72 Mil-8s
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At a Glance
All the New Product

- **F1M2 Pete**
- **Hawker Fury**
- **Dauntless Under Water**
- **IPMS USA ModelFiesta 28**
- **Show Reports: Hinkley & Perth**

American Patrol: Doolittle Raiders



Model Publishing

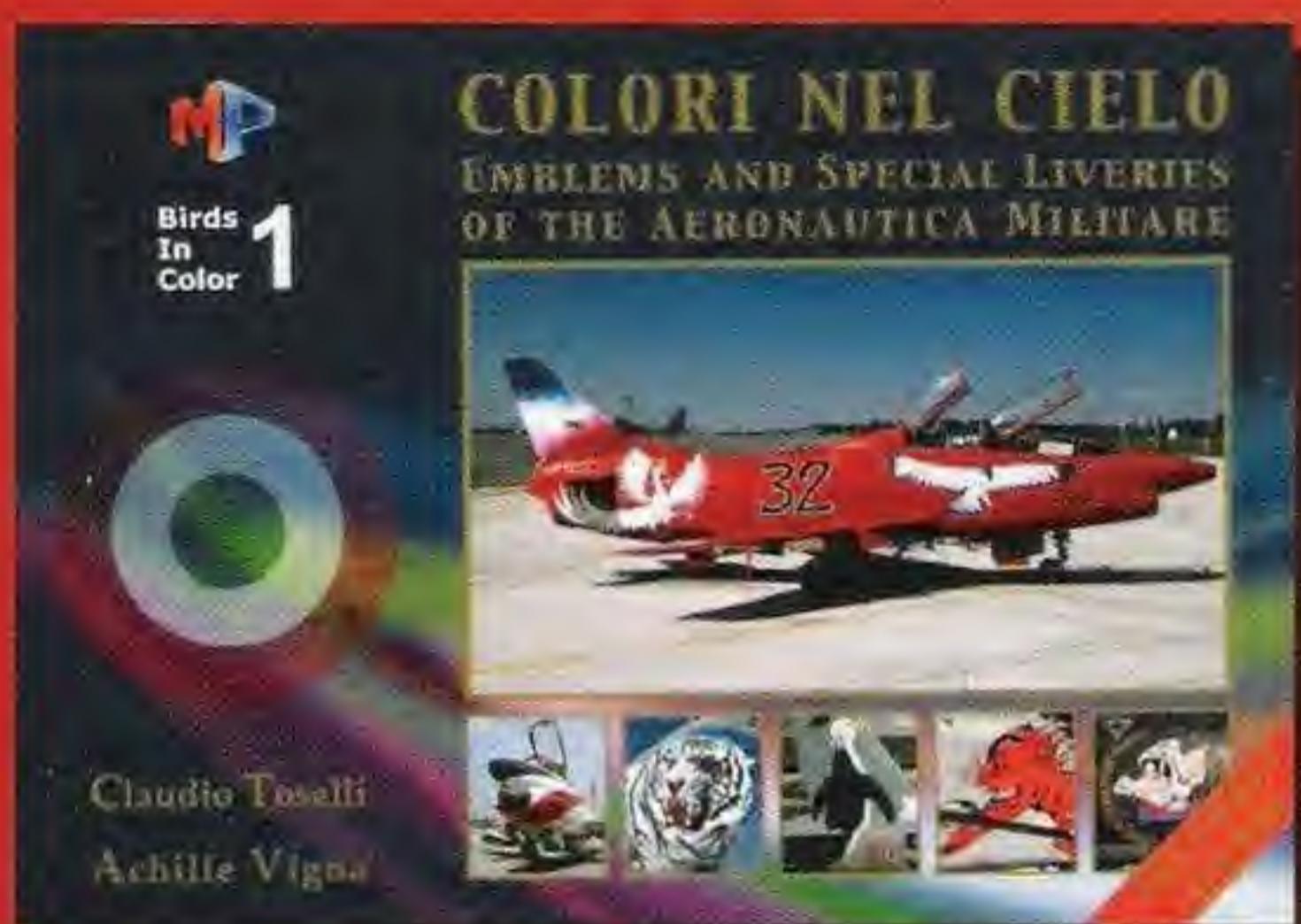


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Editorial

Always Take the High Road A Visit to the Scottish Nationals

Readers weary of endless editorials discussing how the editorial staff at SAM Publications managed to do some really cool things at someone else's expense may chose to turn the page and avoid this latest instalment. Those with sterner stomachs read on, as once more Group Editor Neil Robinson and his shifty sidekick head forth to do some serious shopping.

Following last year's fascinating and historical tour of peel towers, castles, and cul de sacs of the border regions, Mr. Robinson pulled rank and elected to take the high road. Already delayed by the need to call into Harrogate during the Spring Flower Show, the editorial team sped northwards, hanging a very sensible left at Scotch Corner, and made rapid progress towards Carlisle. In fact, apart from a sandwich stop and a lane closure in the vicinity of Cumbernauld, it was a good clear run all the way to Perth, although Mr. Hatcher missed most of the splendour of the hills as he was either snoring in the passenger seat, or pondering the splendours of the Mil-8 on his laptop.

Perth was reached entirely without incident, and the team went straight to the Dewars Centre, where setting up was in progress for the following morning. SAM Publications pitched camp in the shadow of Mr. Models' towering rampart of plastic, and after load-in was complete and hatches battened down for the night a quick look around the early arrivals was in order. Even this early in proceedings an impressive display was coming together, and Editorial jaws dropped at



Senior Best of Show - this Lightning will be familiar to many readers, as the airframe that languished beside the A1 for many years in the vicinity of Newark

the IPMS Stirling table in particular, where some especially fine 1/48 models were lining up. There is a certain kind of approach taken by some modellers, where weathering, washes and pre-shading are disregarded in favour of simply building a beautiful model that is not trying to look 'realistic'. In the right hands this can produce a really eye-catching piece, and this was the case here. An early Meteor, in particular, struck a chord. Hats off to that modeller!

Retiring to the hotel - armed with a couple of hastily acquired *Panzer Tracts* for bedtime reading - Mr.

Hatcher was pleased to note the Highland Main Line running north past the window, a reminder of visits to Perth in his distant youth, sleeping, on the station waiting for overnight *Spoons* to Inverness. Sadly nothing even remotely interesting frequents this track now, but as he had his modelling kit with him, and the apple pie and custard in the restaurant was of a superior school-dinnerlike nature, all was well with the world. Not even the horrible paisley pattern on the Group Editor's monogrammed pyjamas could dampen enthusiasm at the prospect of the coming show.

06.30. Sympathetically attuned to distant children's sleeping pattern, Mr. Hatcher reluctantly awoke and put the next hour to good use composing his after-dinner speech, as the show organisers had kindly invited the Group Editor and himself to be the 'turn' after the Traders' Dinner. Breakfast followed, and an early departure for the venue,



Winner of the Senior Best of Show - John Robertson receives his trophy from IPMS (UK) President Paul Regan



Overview of the display hall in the Dewars Centre



Winner of the Junior Best of Show - Christopher Murdoch for his model of a Jagdpanther



Highly commended in its class was this Northrop P-61A



Nimrod MR.2 of 206 Squadron from the Falklands War era



Class winner by a certain magazine
Editor...



A nicely finished Revell 1/32 Ju 88 – This Year's Model!

which was beginning to buzz by the time we arrived. News of some cancellations and some gaps in the tables was greeted philosophically by our hosts, but work proceeded, and as more clubs and traders began to arrive, the spaces began to fill, and by opening time there was an atmosphere in the hall of excitement and anticipation.

Trading was brisk. Plenty of visitors came through the doors, and most traders seemed to have smiles on their faces by the time things calmed down in mid-afternoon. Mr. Hatcher's furtive visits to the competition area were finally rewarded around tea-time, when he found he had won his Class, and by the time the show closed SAM Publications had very little stock left to sell on the following day. On top of this,

some essential purchases had been made, and as the team retired to the hotel to change for dinner, it was generally agreed that it had been an excellent first day all round.

The dinner was a noteworthy event, and as no one threw anything at the speakers we either have to assume that their efforts were met with approval, or that a better standard of forbearance is prevalent these days, and good manners not entirely dead. Thanks to our hosts for the invitation, for the splendid dinner, and for the traditional speaker's presents, which in the case of Mr. Hatcher was amended from a bottle of Whisky to a Tristar 1/35 Panzer IV D, as if he even sniffs liquor he comes over all woozy, and has to have special Christmas puddings



IPMS Edinburgh display in foreground with Between the Wars SIG to the left

imported to the family seat at Yule, lest the brandy make him languid after lunch.

The Sunday was a quieter affair, but still saw a good quantity of visitors through the doors. The kit swap did a steady trade, more money changed hands, and everyone had a chance to look around the show. Editors even managed to catch up with a little light modelling on the SAM stand, and the whiff of contraband Tamiya thin cement was both poignant and powerful in our vicinity.

But all good things come to an end, and after one of the most enjoyable weekends away since... since last time we came to Perth, it was time to pack up and head South again, with considerably less stock to load up, and

some very agreeable memories of a very enjoyable and superbly organised event.

Thanks again to everyone involved in the show. If you didn't hit the high road this year, then try and make a space in your diary for 2010, as it really is a good bash. The commitment to the hobby that show organisers display – particularly with an event that many might not regard as adjacent – is both impressive and inspiring, and given the current economic climate, the general impression is that this year the team really pulled it off. Thanks gentlemen – see you next year.

● SAMI

Gary Hatcher
Editor, Scale Aviation Modeller
Photographs By Bob Thompson



Kinloss and Forres Model Club display



Super detailed model of Bf 110. Just look at that squiggle!

News

At most of the shows we have attended this month, the most frequently asked question has been 'have you seen those Wingnut Wings kits?' They certainly seem to have caused a stir, and we look forward to having a thorough rummage in the fullness of time. Other big news concerning things with strings is the imminent arrival of the Swordfish, which we are pleased to have laid our hands on already, and hope to have built before too long. See the preview later in this issue.

Elsewhere the industry seems to be ticking over nicely, and while we are all still becoming animated about kit prices, this is unavoidable, and things simply cost more these days. Let's just be grateful we

still have a hobby to complain about! Trainspotters are having a hard time of it of late, with those few trains the privatised industry has left running – real trains that is, not plastic ones with garish designer paintjobs – getting harder to find. Many favourite haunts are now out of bounds as spotters 'might be potential bombers scouting the premises for a terrorist outrage'. Yes, this is eminently possible – but so might any one of the passengers.

Spotters have also been banned from photographing locomotives in some locations on the grounds that 'you might exploit the images for personal gain'. Perish the thought! With this kind of madness prevalent, let's be grateful that nothing worse than a hike in prices and the odd bit of health and safety nonsense have so far intruded upon our hobby. Give me strength...

In fact there is still plenty to be grateful for, and with new product and new lines springing up in all the major scales, the problem of what to build next will always be the biggest headache for many. Here then, with plenty more to agonise over, is the News:

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw

May 2009

Mr Rauscher, USA – Kit

Mr Polychroniadis, Greece – Kit

Mr Brandao, UK – Kit

Entry to the monthly prize draw is FREE to all subscribers.

Colour Callouts

ULTIMATE PAINT CHART

Latest updates to this very useful online database include:-

- Addition of the Testors Pactra range of paints – over 125 colours now included
- Major update to Testors Polly Scale range – over 100 colours now included
- Over 600 RGB approximations added/updated
- Full screen compatible
- Better display management
- PDF version is now 224 pages and is available as a 2.2MB Zip file.



This has grown considerably due to the increase in RGB approximations

Hopefully in the coming days there will be a major update on the White Ensign range, to be followed by Agama and Floquil.

www.paint4models.com

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Big Day Out

HENDON SHOW

Modellers attending the Hendon Model Show on Sunday 31st are advised that Hannants London shop, adjacent to Colindale station, will be open between 10.00am and 4.00pm, so there will be absolutely no excuse for going home from the event with any money whatsoever. The show, taking place at the RAF Museum, just up the hill from Hannants, is being sponsored by Hobbycraft and Model Design Construction (MDC), both of whom are



sponsoring competition prizes. Full details of the show can be found on the RAF Museum website at www.rafmuseum.org.uk

● SAMI

To L and Back

AZ MODELS

It will come as no surprise to learn that AZ have been keeping things ticking over in recent weeks. Three new 1/72 releases have been announced – one of which will certainly gladden the hearts of British Naval Aviation fans, as it depicts the legendary Morane L fighter, one of which, in RNAS service, took down a Zeppelin early in WWI. The Editor advises us he once paid an enormous sum on eBay for a tiny vacform of this machine, which he subsequently never built, but which was to have played a key role in one of his many collections of naval types. How this thing has escaped a thorough kitting from someone else thus far is a mystery, as it is a significant and historic machine, so well done AZ on an excellent choice of subject.

In 1/48 – also a tasty naval subject – that 1/48 Gosling has been causing much speculation as to its provenance, while the announcement of the Tunnan, and the TA-4H/K, has



distracted some from the lack of further news on those Vultee Vengeances.

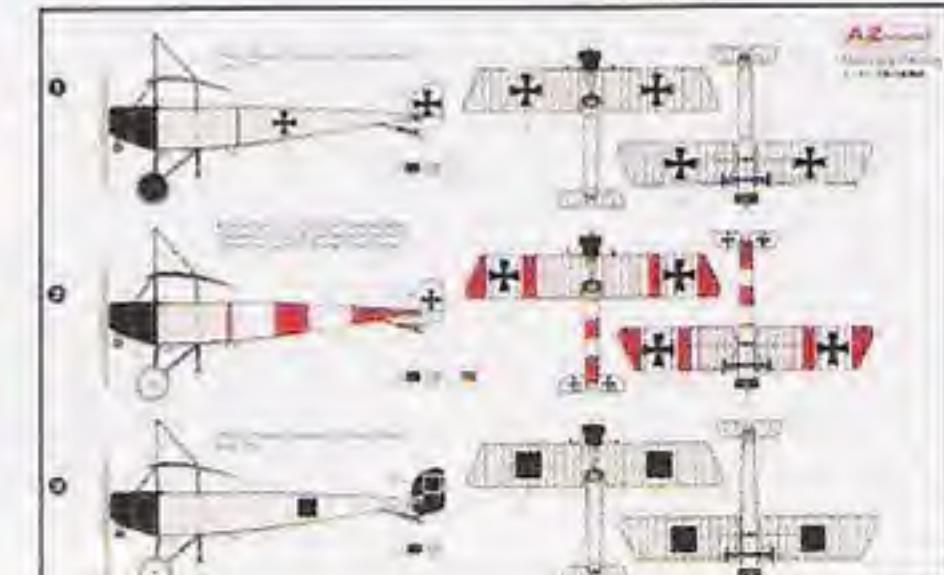
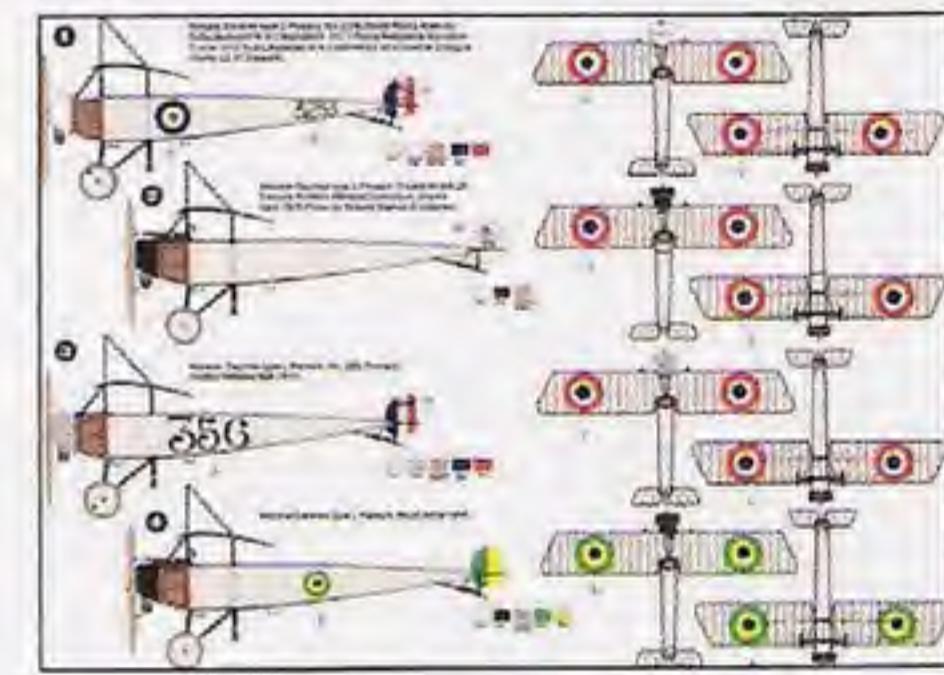
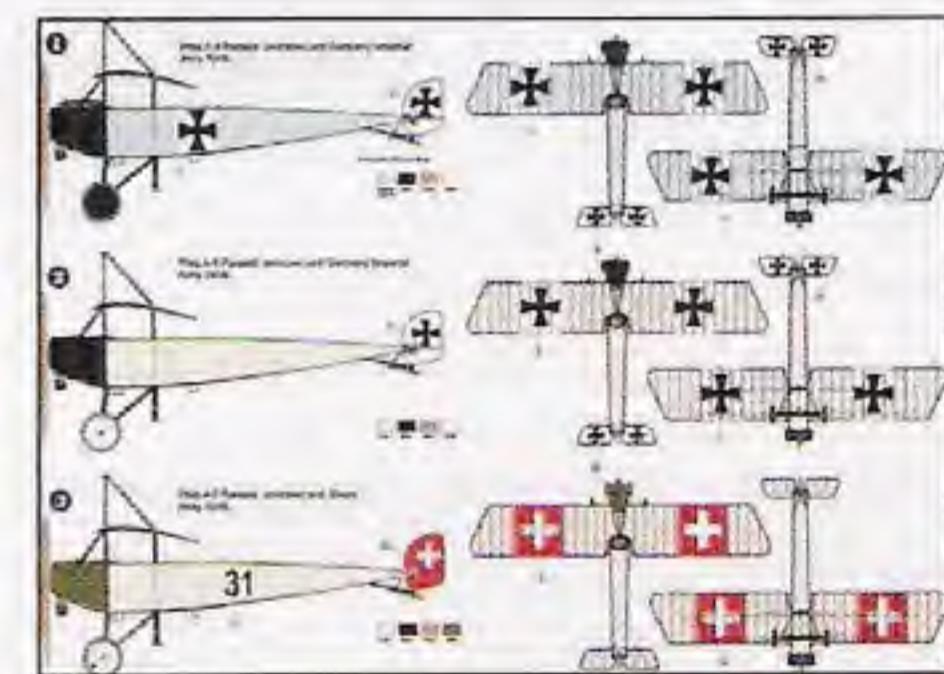
News from AZ Models includes:

1/72

- AZ7279 Pfalz A.I
- AZ7280 Pfalz A.II
- AZ7281 Morane Saulnier L Parasol

1/48

- AZ4835 Grumman Gosling
- AZ4836 TA-4H/K
- SAMI



Index Out

SAMI INDEX

Readers are reminded of the very valuable research tool that is the complete *SAMI* index – also available for

MAM – and are advised that the new contact address for obtaining this is samimamindex@blueyonder.co.uk

● SAMI

Resin Raidmaster

ANIGRAND

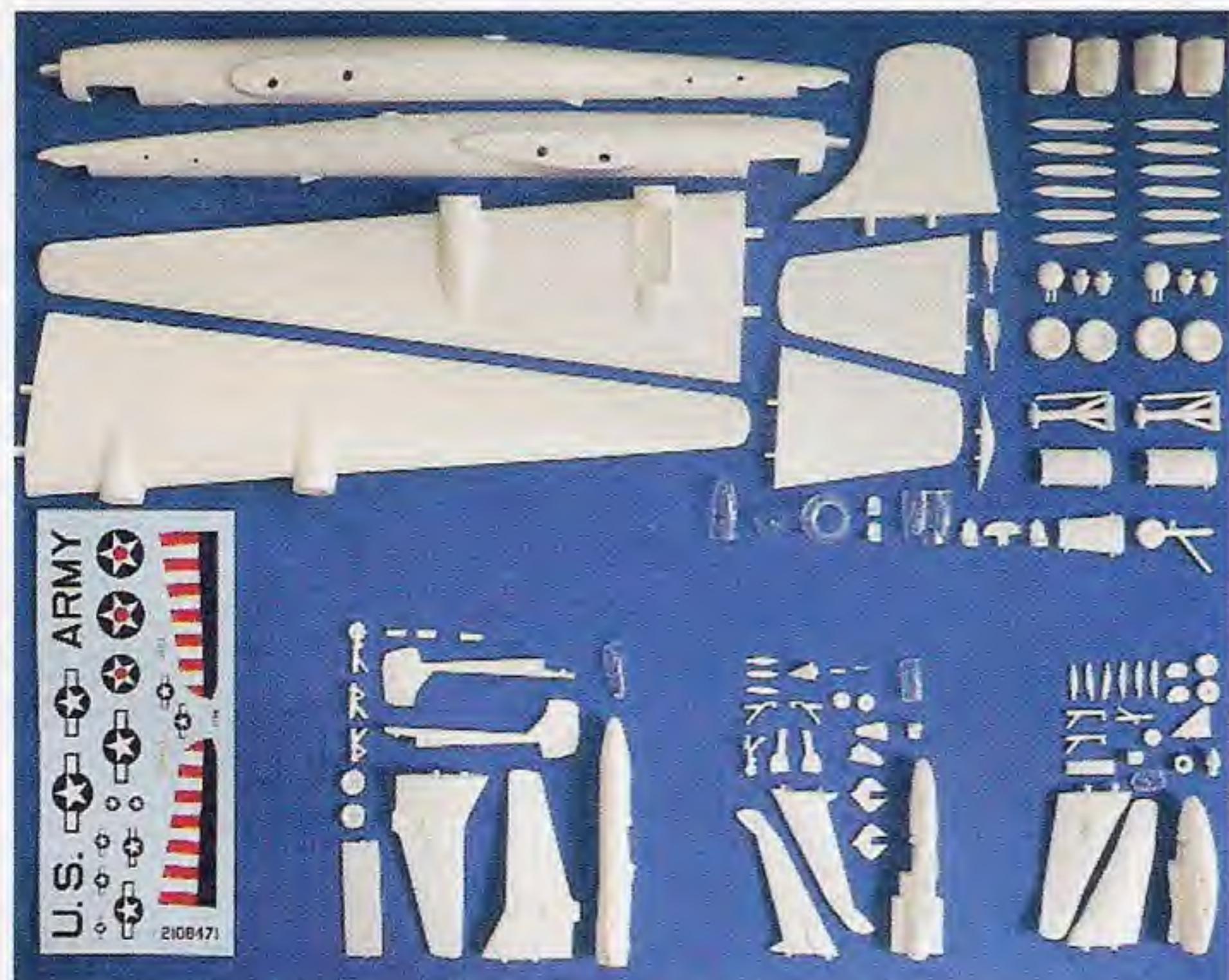
We're keeping things simple this month with our Anigrand update. Just one new arrival to report, and this is the third of the 'superbomber' candidates competing against the B-29, the Douglas XB-31 Raidmaster (#4031/£TBC). This resin kit follows the usual format, and consists of 106 parts, and comes with a clear resin canopy and the customary three mini-kits as freebies.

Anigrand tell us that in early 1939 the USAAC was alarmed by the wars in Europe and the Far East. A special committee was established and sent to visit Luftwaffe bases, and their final report led to the USAAC requirement for a 'Super Bomber', which could operate at high-speeds, long-range, and carry a heavier bomb load and more defensive armament than the existing B-17 and B-24. In 1940 Douglas submitted Model 423 for the competition, and it received the designation XB-31. The



Army also issued contracts for a preliminary design to three other major aircraft companies, which were designated Boeing XB-29, Lockheed XB-30 and Consolidated XB-32. The Douglas XB-31 was the largest and heaviest of the four Super-bomber designs but by September 1941 Boeing and Consolidated were much further forward in their designs, and received prototype contracts. The XB-31 and XB-30 were withdrawn from the competition.

● SAMI



Flashing Blades

XTRAKIT

Imagine our surprise and delight last month whilst checking proofs, to discover an advertisement from Hannants for the next Xtrakit release – a Supermarine Scimitar F.1 (#XK72011/£17.99). Now that is a serious result for all fans of naval aircraft. Nice work chaps! That's an enormous hole filled, and now that Merlin kit I hocked my pet geese to



buy can go on eBay where it belongs. Hurrah!

● SAMI

NEW IN MAY

At a Glance

Special Hobby scoop the pot this month with a bundle of releases including the Skua, reported elsewhere. It is nice to see a healthy spread of 1/72 releases, as well as lots of Czech resin. Not the busiest month we have seen, to be sure, but still plenty of new arrivals to suit all tastes.



A Model	#72132	1/72	Messerschmitt Bf 109F-4/6	£15.30
A Model	#72159	1/72	Antonov An-24 Aeroflot	£49.99
A Model	#72184	1/72	Sukhoi T-49	£16.40
A Model	#72186	1/72	Messerschmitt Bf 109F-2/U	£15.40
A Model	#72189	1/72	Virgin Atlantic Global Flyer	£16.40
AIM/ RUG Rat Resins	#08001	1/72	Avro 748	£94.99
Airfix	#10104	1/48	BAC Canberra B-57B/RB-57E/RB-57G	£29.99



Anigrand Craftwork	#4027	1/144	Vickers Valiant B.1	£72.99
Bronco Models	#35058	1/35	V-1 Fieseler Fi 103A-1	£15.99
Bronco Models	#35059	1/35	V-1 Fieseler 103 Re4	£16.99
Bronco Models	#35060	1/35	V-1 Fieseler Fi 103 Re3	£17.99



Czechmaster	#7233	1/72	LET L-13 Blanik Czechoslovak Special	£14.99
Eduard	#8174	1/48	Focke Wulf Fw 190A-5	£25.70
Eduard Weekend	#8403	1/48	Messerschmitt Bf 110E	£19.25
Eduard Weekend	#8424	1/48	Spad XIII late	£12.80
FLY	#14401	1/144	McDonnell Douglas DC-9 - 31	£20.50
FLY	#14402	1/144	McDonnell Douglas DC-9 - 32 NASA	£20.50
FLY	#14404	1/144	McDonnell Douglas DC-9 - 32 United Nations	£20.50



Hobby Boss	#80331	1/48	Grumman Avenger Mk.I Fleet Air Arm	£32.99
ICM	#48093	1/48	LaGG-3 Series 7-11	£13.99
ICM	#48801	1/48	Supermarine Spitfire with Pilots, Ground	£14.99
ICM	#72134	1/72	Messerschmitt Bf 109E-4	£7.50
Italeri	#1273	1/72	SM.82 Canguro	£31.99
Italeri	#2674	1/48	Dassault Mirage III	£17.99



MPM	#72555	1/72	Wellington Mk IV with R-1830 engines	£19.35
MPM	#72558	1/72	Gloster Meteor Mk 4	£17.40
Olimp Models Pro Resin	#7223	1/72	Curtiss P-2	£19.99
Omega Models	#72379	1/72	De Havilland D.H.80A Puss Moth	£49.99
Omega Models	#72386	1/72	RSV-32 Renard Spain	£38.99
Omega Models	#72388	1/72	RSV-32 Anzani Belgium O-BADC and EC-AGG	£38.99
Omega Models	#72389	1/72	RSV-32 Renard Belgium O-BAF and O-BAJC	£37.40
Omega Models	#72408	1/72	RSV-32 Anzani. Decals Belgium 5, 9 and 11	£37.40



Omega Models	#72409	1/72	De Havilland D.H.80A Puss Moth Austria	£41.50
Omega Models	#72411	1/72	De Havilland D.H.80A Puss Moth UK	£49.99
Planet Models	#22032	1/32	L-13 Blanik	£53.99

Airborne Early Warnings

HASEGAWA

We note with interest – quite a lot of interest actually – the promise from Hasegawa of a 1/48 Sea King AEW Mk 2A (#09863/£TBC). This was hinted at back in February at Nuremburg, and is a long overdue update on their earlier variants. Needless to say the kit will include newly tooled parts for the AEW, as well as decals for 849 Naval Air Squadron. The burning question is who will get decals into print first? Our money is on Model Alliance, who have the type covered already in 1/72. Back in the present, new releases for this month include:

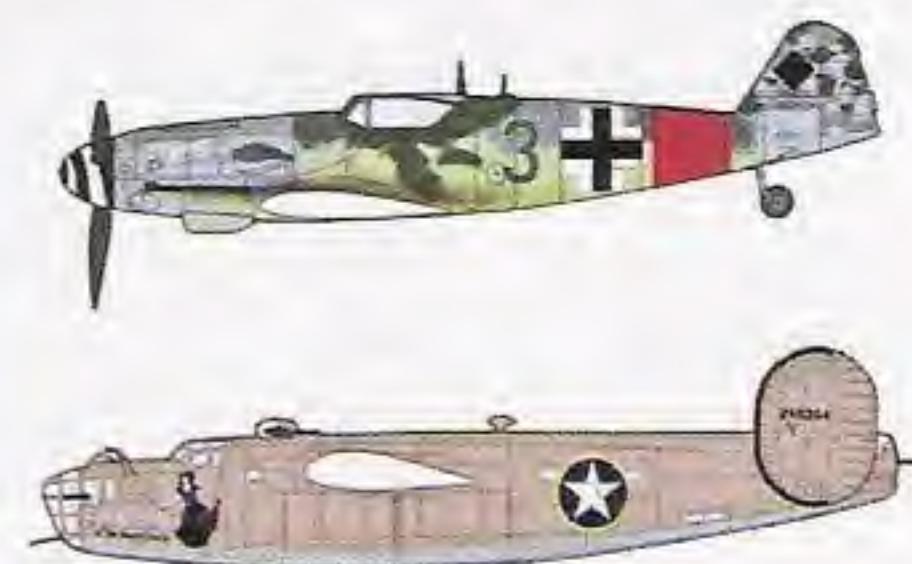
- 09869 1/48 F-16C Fighting Falcon 'Alaska'
- 08194 1/32 Nakajima Ki-84 Hayate (Frank) Mainland Defence
- 09864 1/48 Mitsubishi A6M5a Zero



Fighter Type 52 Koh 652nd Flying Group

- 10667 1/200 Boeing C-40C American Government Air Transport
- 09865 1/48 Bf 109G-14/AS JG300
- 00959 1/72 F-15A Eagle ADTAC
- 00961 1/72 B-24D Liberator Ploesti Raid
- 09867 1/48 F-14D Black Tomcat
- 09868 1/48 F-8J Crusader VF-194 Red Lightnings
- 00960 1/72 F/A-18F Super Hornet VFA-102 History (double-kit)

● SAMI



Racing Programme

AEROTECH

Aerotech advise us they will have two new kits out by the time this issue comes to print – certainly by the end of May. Firstly the 1/72 J7W2 Shinden Kai (#72002/£TBC) is now complete, and simply awaiting completion of the instructions. An unusual choice, one might think, from a source better known for large-scale racing seaplanes, but the other release is a much more traditional 1929 Supermarine S.6 in 1/32



(#32009/£TBC). Orders are currently being accepted for both models.

Future releases planned for the classic line of 1/32 aircraft currently includes the following:

- AT32005 1927 Supermarine S.5
- AT32007 1925 Supermarine S.4
- AT32010 1929 Macchi M.67
- AT32011 1929 Gloster VI



Planet Models	#22172	1/72 Knoller C.II (Lohner) serie 19	£34.60
Premiere	#1002	1/72 Embraer EMB-312 Brazilian Air Force	£5.99
Revell	#00011	1/40 Nike Hercules Missile	£10.99
Revell	#00012	1/32 Messerschmitt Bf 109F	£19.99
Revell	#00013	1/72 Fairey Rotodyne	£16.99
Revell	#0298	1/72 F/A-18E Super Hornet	£14.99
Revell	#0558	1/48 Junkers Ju 52/3m D-2527 civil version	£29.99
Revell	#0644	1/32 EC-135 Eurocopter Luftrettung	£14.99



RS Models	#92049	1/72 Tachikawa Ki-9 Kamikaze	£14.30
RS Models	#92050	1/72 Tachikawa Ki-9 Trainers	£14.30
RS Models	#92053	1/72 Fokker D-XXIII	£14.99



RVHP	#2228	1/72 Embraer VC-99B Legacy	£121.50
RVHP	#2229	1/72 Embraer ERJ-135BJ Hellenic Air Force	£121.50
RVHP	#2230	1/72 Embraer ERJ-135BJ Indian Air Force	£121.50
RVHP	#2231	1/72 Embraer ERJ-135BJ Decals for Angolan Air Force	£121.50



Special Hobby	#32009	1/32 Heinkel He 100D-1 Propaganda Jäger He 112	£34.99
Special Hobby	#32032	1/32 Polikarpov I-16 Finnish Service	£34.99
Special Hobby	#48075	1/48 IMAM (Romeo) Ro-57bis	£28.99
Special Hobby	#48082	1/48 Nieuport 10 Single-Seater	£19.99
Special Hobby	#72140	1/72 Blackburn Skua Mk II	£16.50
Special Hobby	#72181	1/72 Hawker Tempest Mk II IAF & RPAF	£15.50
Special Hobby	#72184	1/72 Focke Wulf Fw 58C in Czechoslovakian Service	£21.30
Special Hobby	#72189	1/72 Fokker D.XXI IV Sarja Post War Service	£13.50



Trumpeter	#01655	1/72 Tupolev Tu-22M2 Backfire B	£79.99
Trumpeter	#02284	1/32 Grumman F8F-1B Bearcat	£54.99
Xtrakit	#72003	1/72 de Havilland Sea Vixen FAW.2/D.3	£17.99



- AT32012 1927 Macchi M.52
- AT32013 1927 Gloster IV
- AT32014 1940 Heston Napier
- AT32015 1934 Northrop Gamma
- AT32016 1931 Lockheed Vega 'Winnie Mae'
- AT32017 1929 Piaggio P7

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F-8E CRUSADER TM02272 £79.98



EF-2000A EUROFIGHTER TYPHOON TM02278 £99.98



F-8J CRUSADER TM02273



**Many more
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Skuas Inbound

MPM

News from the MPM stable can only be described as excellent, as it includes the long-awaited release of the 1/72 Skua, a kit that has seen more Nuremberg lists than we can remember. The following will all appear under the Special Hobby label, except for the Wellington, which is an MPM release.

1/72

• SHT2182 Fiat G.55 Prototype with DB605 Engine

This version had higher performance and heavier armament than the standard Fiat G.55, but only one prototype was constructed, and this was tested by the Luftwaffe.

• SHT2193 Wellington Mk IV B-1830 Engines

The highly interesting version of the Wellington bomber was powered by US R-1830 engines. It was deployed to the Polish and Australian squadrons within the RAF, but despite higher performances than the Mk I, only about 200 aircraft were produced. Details included are for No. 300 'Moscow' (Polish) Squadron, RAF and No. 460 (RAAF) Squadron, RAF.



• SHT2170 Nakajima Ki-43-II Nodachi/Oscar

This is a kit of one of the well-known WWII Japanese fighter aircraft. This first release depicts a Ki-43-II Kō of the Mid-production batch. Details included cover three machines that fought over New Guinea and are serving in the home islands.

• SHT2140 Blackburn Skua Mk II

Following the successful 1/48 release, this very welcome issue includes an injection canopy, photo-etched and resin parts. Details included are for three camouflaged machines from the Norwegian campaign.

• SHT2180 D-558-2 Skyrocket Jet and Rocket

The D-558-2 Skyrocket was the first aircraft to break MACH 2. It was designed with two power plants, both jet and rocket, and this kit depicts the dual-powered version.

• SH48036 Spad S.VIIc.1 Captured German Jasta 38 Markings

A limited edition of only 500 pieces depicts this successful French WWI fighter as captured and used by Jasta 38.



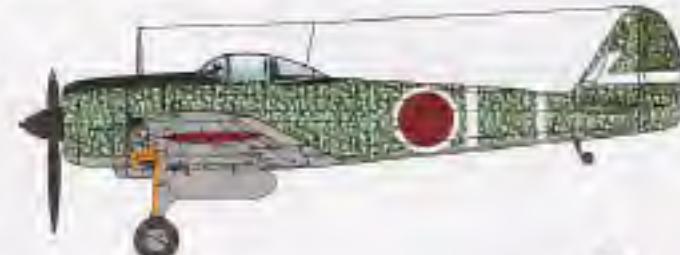
• SHT2184 Tocke Wolf Fw 580 in Czechoslovakian Service

Another limited edition, the Fw 580 offered here had served with the Slovak State Air Force until the Slovak national uprising broke out, at which point it was used to ferry the delegation to the USSR over the front line. It survived both German and Soviet AA fire and a



subsequent emergency landing. After being repaired, it was assigned to the Czechoslovakian 1st Independent Mixed Aircraft Division, fighting alongside the Red Army against Germany. After the war the machine was assigned to the Czech Air Force and served until it was crash landed in the 1950s.

● SAW



Cutlass Back

FISHER

Fisher assure us the 1/32 F7U-3 Cutlass is back on the workbench and they plan to have it out a bit later this year. It is a big model, packed with detail and will certainly be a total turner! There are three more very exciting 1/32 kits in progress behind it, but these must remain classified for now.

A 1/52 kit of the Rep. B-537 RB-51 racer will be previewed later in the year.



so modelers can look forward to another colourful model in large scale to add to their Sea Furies and the striking Pug's Racer. Cutlass not in time for the Nationals maybe? Let's hope so.

● SAW



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Channel Passage

CHOROSZY

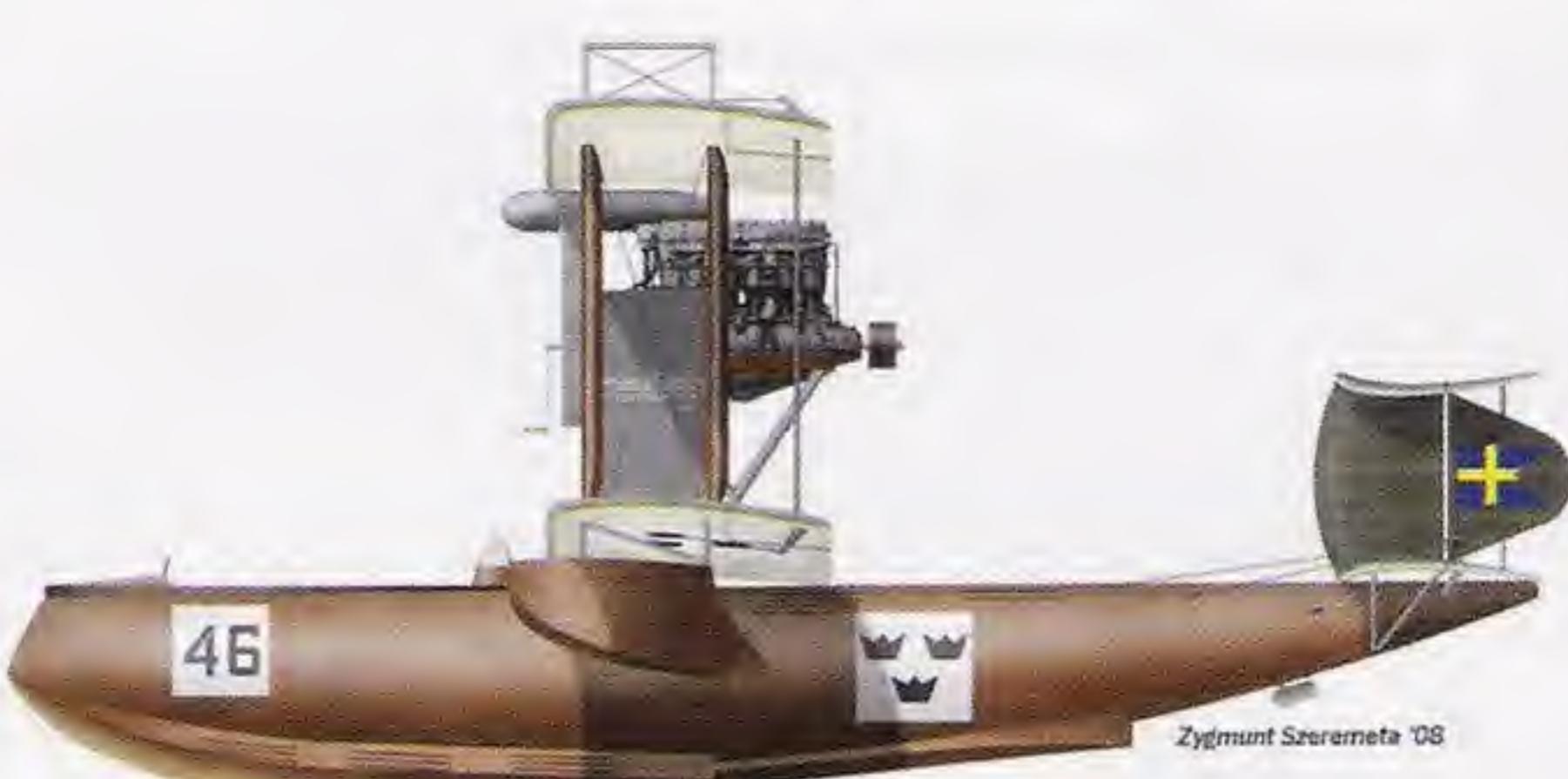
We are always pleased to see a 'Choroszy Month', and the latest batch of new releases from this source offers the usual eclectic spread of subject matter. It's a good month for Scimitars too – although don't be deceived by the Norwegian Air Force release listed below. It is, of course, the Armstrong Whitworth Scimitar, which was a development of the earlier AW.16 fighter, powered by an Armstrong Siddeley Panther engine, with a lowered nose decking and an enlarged fin and rudder. The first prototype (G-ACCD) was a modification of the second



AW.16, and first flew in this form in April 1935. A second prototype (G-ADBL) was constructed by conversion of an AW.16. Four Scimitars were ordered for the Norwegian Army Air Force and were delivered in 1936.

New 1/72 resin subjects added to Choroszy's catalogue this month:

- A186 A.W.35 Scimitar Norwegian Air Force
- A187 A.W.35 Scimitar first prototype
- A188 Seversky P-35/S2
- A189 Lohnner AA



- B94 Supermarine Channel Mk II with Puma engine
- B95 Savoia-Marchetti SM-78
- B96 Supermarine Channel Mk I with Beardmore engine
- B97 Supermarine Channel Mk I with

Puma engine

Those Supermarine Channel flying boats are a welcome addition too, especially for anyone building the recent Silver Wings Southampton release. Trust Choroszy to cover a subject thoroughly!

● SAMI



May Issues

ITALERI

Italeri have notified us of a couple of new premier releases coming up. The Re.2002 Ariete (#2670/£TBC) is a complete new tooling in 1/48, including complete interior and detailed engine, and will be released with a photographic manual and a special piece of artwork included. The Reggiane 2002 Ariete was developed from the previous Re.2000 with an upgraded engine and increased weapons capability and was extensively used by the *Regia Aeronautica* against the allied forces during the invasion of Sicily in 1943.

The Fw 190A-8 (#2678/£TBC), also in 1/48, will come with a photo-etched fret included, and we understand it is the Dragon tooling. Further releases announced, all with May release dates planned, are as follows:

1/72

- #0041S A-6E Intruder (Limited Edition)



- #1285S B-24D Liberator Assembly ship
- #1286S Do 217 M-1
- #1287S Ju 88 A-4

1/48

- #2679S Me 262B-a/U-1 Nachtjaeger
- #2681S F-5E Lightning

1/32

- #2501S F-86F Sabre

The 1/32 Sabre is, by all accounts, the Kinetic kit.

Klear Off

KLEAR

Oh let it not be so! A rumour was doing the rounds that Johnson's Klear/Future had undergone a formula change, so that it would apparently no longer be a safe modelling aid, drying brittle and with different qualities. It's actually worse than that! A phone call to SC Johnson revealed that the product is being withdrawn altogether, and being replaced by a new product that bears no relation whatsoever to the liquid Klear we all know and love.

This presumably will also affect Future in the US, and while we could not possibly advocate panic-buying, adding a couple of bottles to the bottom of your shopping list and laying them down in the cellar for posterity might not be a bad idea.

● SAMI



Dog Tags

FREIGHTDOG

Following an active period over the last few months on their Silver Cloud project plane range, Freightdog are currently working on a weapons set for the P.1154 to be released within the next few months, along with a 1/32 Seafire 46/47 conversion set (an early sample of which featured recently in our venerable sister-publication Model Aircraft Monthly). Due for an early release next is a limited edition boxing of the Blue Max Sopwith Snipe, now including additional resin parts and Inter-War decals for colourful silver-doped options from the 1920s. This will be followed by a number of similar updates and conversions to kits already offered in the Blue Max range leading up to the release of the all new Macchi M.5 kit. This will take the form of a multi-media kit with resin, pewter and injection moulded parts, and Freightdog hope to have this ready for Scale ModelWorld in November.

On the decal front, plans are moving ahead to re-release the acclaimed WWI German Lozenge decals previously



available under the Pegasus banner. These will also draw on new research, and the first sheet will cover Naval blue and brown Lozenge in 1/48.

● SAMI

Buckeyes Roll!

TWOBOTS

Big news and some images to go along with it on the Buckeye kit. TwoBots say they have received the first set of CAD images from MPM. Lots of detail to still add to these drawings but it's nice to see how the kit is shaping up.

Another note on the Buckeye is that TBK 48-002, which is the standard USN option is sold out already! Between all the pre-orders from US customers and overseas distributors, they have sold all except for the reserve set aside for the IPMS National Convention. The Nats Special boxing, TBK 48-001, is still available however for pre-order. There will be an additional run of the basic USN boxing after the Nationals. Astonishing!

● SAMI



580 MODELLERS



Oh look, lots and lots and lots of lovely plastic, some of it still warm from the mould!

A show is like a box of chocolates...

by Geoff Cooper-Smith

5 80 Modellers attends many model shows throughout the year, most recently Newcastle, Cosford and Hinckley, all of which have received due prominence in these annals. Next for us is Meir, probably one of the smaller shows of the year, but no less worthy because of this. Two tenets make a show popular from everyone's point of view – what to see and what to buy. For the organisers this means high visitor numbers and a healthy count of traders to make the show a success (and means they at least don't lose any money on the event and hopefully even make enough to keep the model club solvent for another year). For the exhibitors this is a chance to show and discuss their skills and interests, dispose of unwanted items - having moved on from French WWI in 1/72 to modern



You quite often meet old friends at a show. This is Stephen Summerfield who has now forgiven me for what he considered to be rather unflattering photos in the Bolton show report earlier in the year.....and yes he is actually smiling!

£10.00? Or the latest Airfix Canberra for £19.95? Finally there are the traders, who hopefully sell enough items to make it all worthwhile so they stay in business and hence return next year. At even the smallest shows the lineup of traders will include book sellers, both new and secondhand, purveyors of new kits, previously owned kits - the number of which has increased noticeably over the past twelve months - and items to replace, improve and enhance.



Shows can result in you becoming a more all-round modeller. Since joining 580 Modellers Rob Cookson has changed from a strictly 'out of the box' man to this (yes base and figure as well) within a year

1/32nd jets - and maybe even win the competition! For the visitor this means lots of beautifully finished pieces of plastic to view and things to buy at prices which often put the much vaunted 't'internet' to shame; how about an AMT Tigercat for

This brings us back to the shows themselves. They all have attractions, some specific, some esoteric. 580 Modellers next show is at the Midland Air Museum, Coventry on Sunday 28th June (a perfect venue for the summer). This too will be like a box of chocolates - you just never know what you are going to come across!

You can contact 580 Modellers on 07825 704996 or email 580Modellers@googlemail.com

Scaling Down Again

NOSTALGIC PLASTIC

Scaling Down aficionados will be pleased to learn of yet another source of kits in 1/144. US Importers Nostalgic Plastic are now stocking a brand new range of kits from Czech manufacturer Mini Wing. These kits are all resin, with vacform canopies, and some very unique subjects have so far been kitted, with some real gems in the pipeline. Nostalgic tell us the quality of the resin, and the attention to detail are impressive. The following are currently available from Nostalgic:

- Avro CF-105 Arrow US\$42.00
- Blohm und Voss Bv 138 C-1



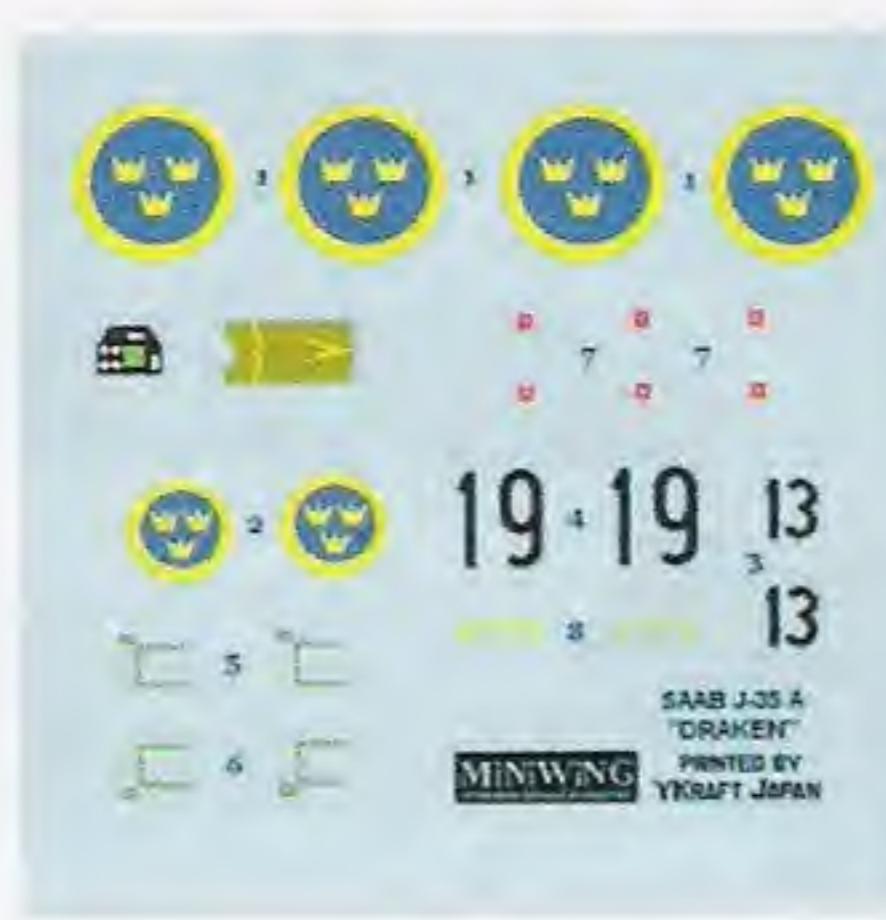
US\$40.00

- Dassault Super Mystere US\$27.00
- Dornier Do 18 G US\$37.00
- Fiesler Fi 103 (V-1) US\$16.00
- Gotha Go 244 B-1 US\$29.00
- Hawker Sea Fury FB.11 US\$22.00
- Junkers Ju 87A-1 Stuka US\$21.00
- LTV A-7A Corsair II US\$23.00
- OV-10D+ Bronco US\$23.00
- Saab J 35 Draken US\$29.00



- Saab SK 35C Draken (Two Seat Trainer) US\$29.00
- Westland Wyvern S Mk 4 US\$29.00
- XF10F-1 Jaguar US\$31.00

● SAMI



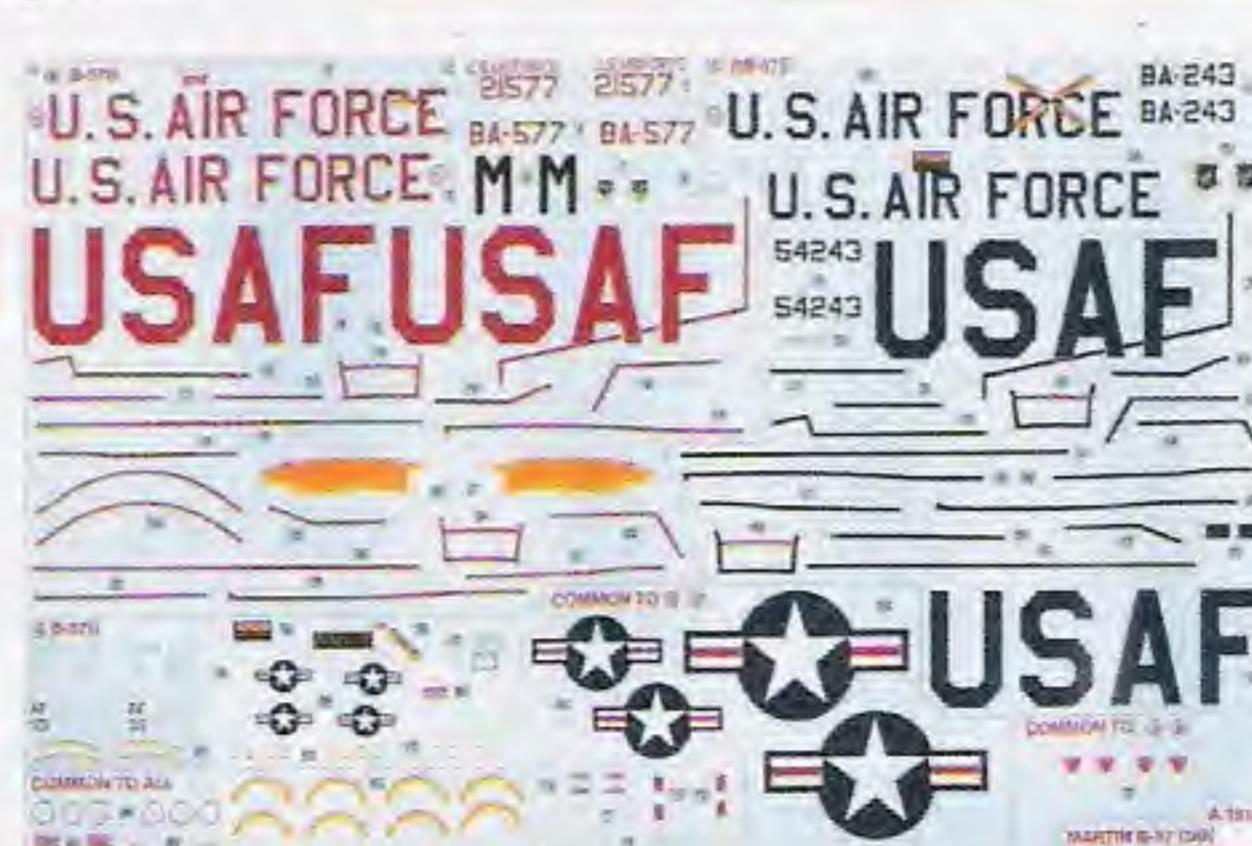
Canberra Landing

AIRFIX

Featured as a build in this title some months ago, the Airfix Martin B-57B Canberra has now been released (#10104/£29.990). Markings cover three aircraft

- B-57B, 52-1577, 822 BS/38 BG(T), Laon, France, 1966
- RB-57E, 55-4243, 6250 CSG/2 AD, Tan Son Nhut AB, Vietnam, 1963
- B-57G, 53-3865, 13 BS/8 TFW, Ubon RTAFB, Thailand, 1971s

● SAMI



This Month in Model Aircraft Monthly

MAM

Model Aircraft Monthly

- The Big Stick off Britain's Coast - a look around the USS *Theodore Roosevelt*
- Hawker Hunter - the early years
- Supermarine's Seafire FR.47 from the Airfix 1/48 kit
- D-Day Hell Hawk - Revell's 1/32 P-47D super-detailed
- Bulgarian Hero - the story of legendary Bulgarian pilot Dimitar Spisarevski, and his Bf 109G-2 in 1/32
- Merlin-engined Seafires
- The Seafire and Salerno - Seafire Operations during Operation Avalanche.
- The Hawker Harrier in US service - Part Three: The TAV-8A 'Harrier School'

● SAMI



Elliptical Wings

ICM

Two new releases from ICM due out now are the Heinkel He 70G-1 (#72233/£TBC) and the Spitfire LF.IXE (#48802). The He 70 is the second release of the type in 1/72 from ICM, and depicts the aircraft in



its passenger carrying configuration. Fans of the Spitfire will be no strangers to the ICM 1/48 kits, and no doubt the gull-wing centre section on this latest offering will prove every bit as tempting as on previous releases.

● SAMI



Missile Issue

ACCURATE MINIATURES

Predator fans take note. Accurate Miniatures' kit number 0412 will be updated on the next production run in May to include two Hellfire missiles. The front cover of the box will include a sticker that indicates the missiles are included, so if you are after that particular issue, keep your eyes peeled.

● SAMI





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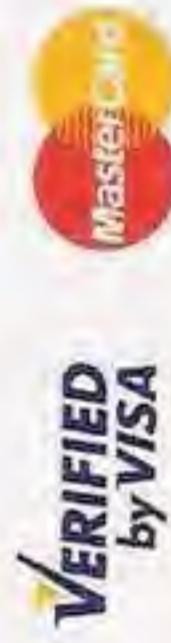
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Nuts in May

WINGNUT

The new 1/32 range from Wingnut has certainly caused a stir, and looking at the product itself, deservedly so. Kits are 1/32 injection moulded masterpieces, and include multiple markings options, limited use of etched parts, rigging diagrams and full colour instructions, so if WWI in 1/32 is your field, then rejoice and be glad. Four kits are available so far:

- 32001 1/32 Junkers J.1
- 32002 1/32 LVG C.VI
- 32003 1/32 SE.5a 'Hisso'
- 32004 1/32 Bristol F.2b Fighter

These first four releases will be followed up very quickly by six more, plus a large range of 1/32 air and ground crew figures. Future releases have been announced as:



- Pfalz D.IIIa
- Fokker D.VII (all variants)
- Albatros D.V
- R.E.8
- Sopwith Pup
- Gotha G.IV

This latter will have a 73cm wingspan, and will certainly be an impressive model. Wonder if they'll do a Handley Page 0/100?

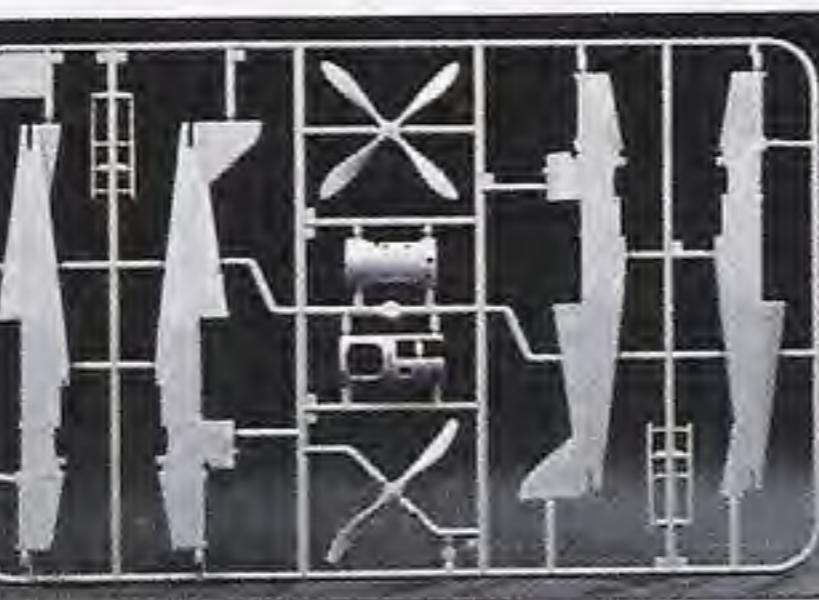
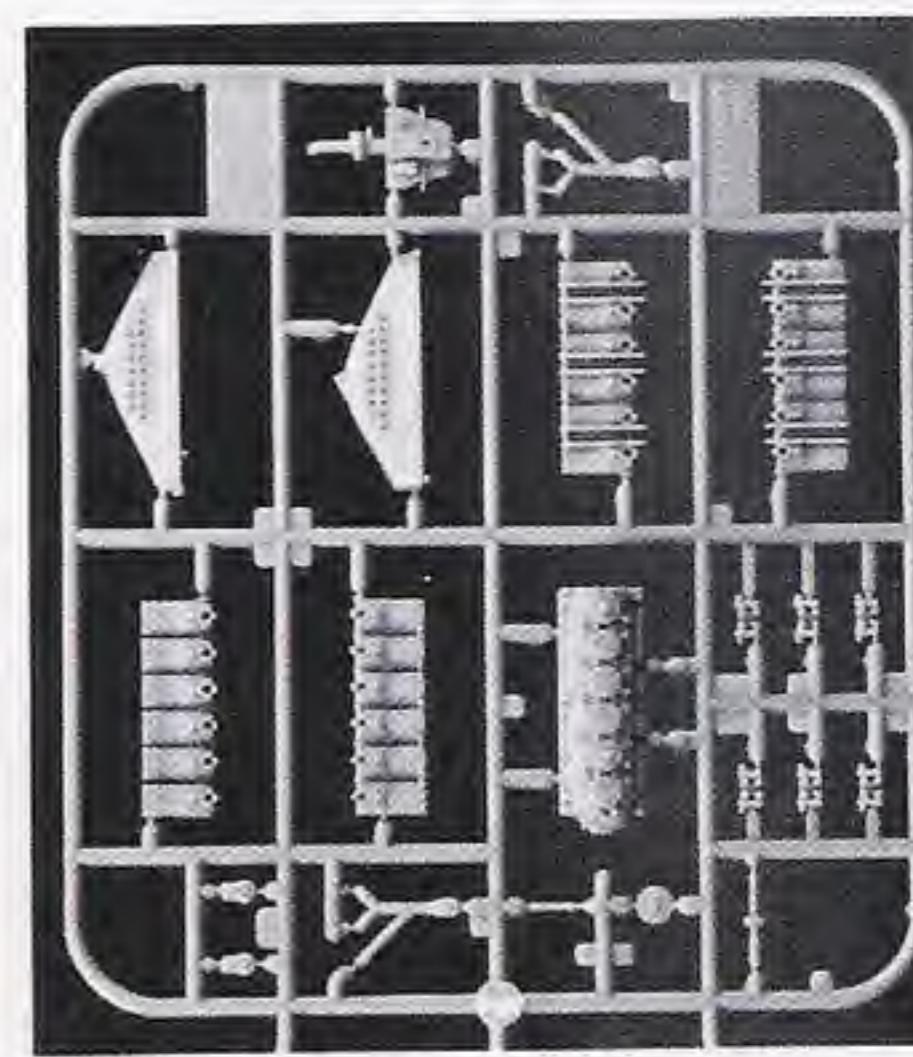
● SAMI



1/32

Junkers J.1

HIGH QUALITY SCALE MODEL KITSET



Lightning Strikes Twice

TRUMPETER

Just to advise all Lightning fans out there that the 1/72 Trumpeter F.3 will be on its way soon. No movement as yet on the F.1/F.2 boxing yet. Go on, you know you want them!

● SAMI



Second Sitting

EDUARD

Eduard have announced the imminent release of the next in their epic 1/32 Bf 109 series, and it should not be long before the E-4 is with us, as the company are endeavouring to have it ready for the Mosonmagyarovar show – a key event for the modelling industry, and one that we hope to cover again this year. The E-4 is one of the more significant Bf 109 versions, and Eduard can expect a warm response to this issue – especially if it is as good as its predecessor. The kit features 152 plastic parts, colour photo-etched details, kabuki masks and options for five aircraft:



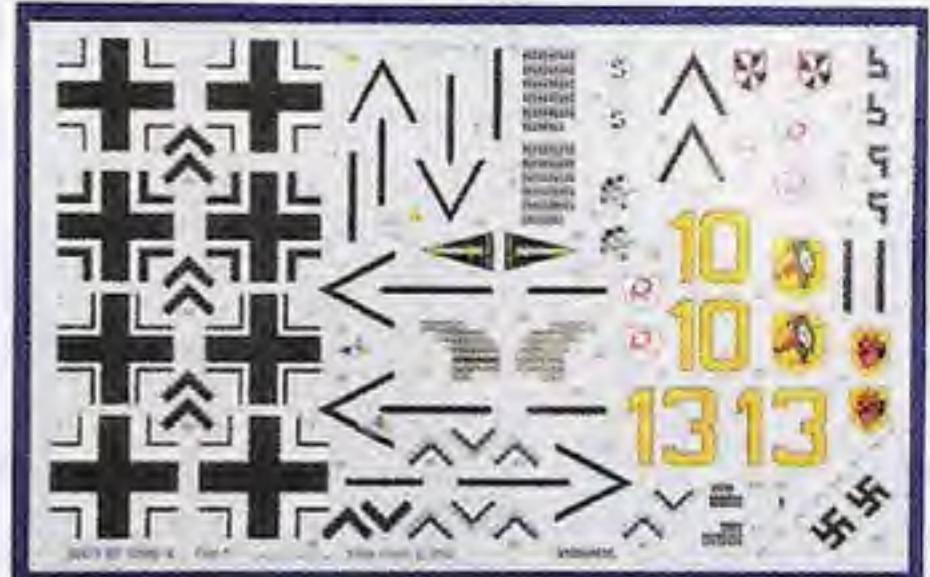
- W.Nr. 5344, Maj. Helmut Wick, Geschwaderkommodore JG 2, Beaumont, France, November 1940
 - Yellow 10, W.Nr. 5587, Ofw. Fritz Beeck, 6./JG 51, Wissant, France, August 1940
 - Yellow 13, Lt. Josef Eberle, 9./JG 54, the Netherlands, August 1940
 - W.Nr. 1480, Oblt. Franz von Werra, Gruppenadjutant II./JG 3, Wierre-au-Bois, France, September 1940
 - W.Nr. 5819, Obstlt. Adolf Galland, Geschwaderkommodore JG 26, Audembert, France, December 1940
- With the 70th anniversary of the



Battle of Britain in sight, we can expect to see a few of these things exhibited in due course!

Progress has also been made with the Bf 110G-2, which will be the key release for July, and will be making its public debut at Model Brno. Likewise the G-4, which will be released in the Autumn, but will make an early debut at the IPMS Nationals in Columbus, Ohio.

Both the Fw 190A-5 and Hellcat Mk I/Mk II kits are returning as Profi-Pack releases, and along with this, there will be a Weekend boxing of the F6F-3 Hellcat. In June Eduard are preparing another First World War Limited Edition, the SPAD XIII in American colours with



Rickenbacker and Luke figures, and this boxing will include a bonus piece of artwork.

● SAMI

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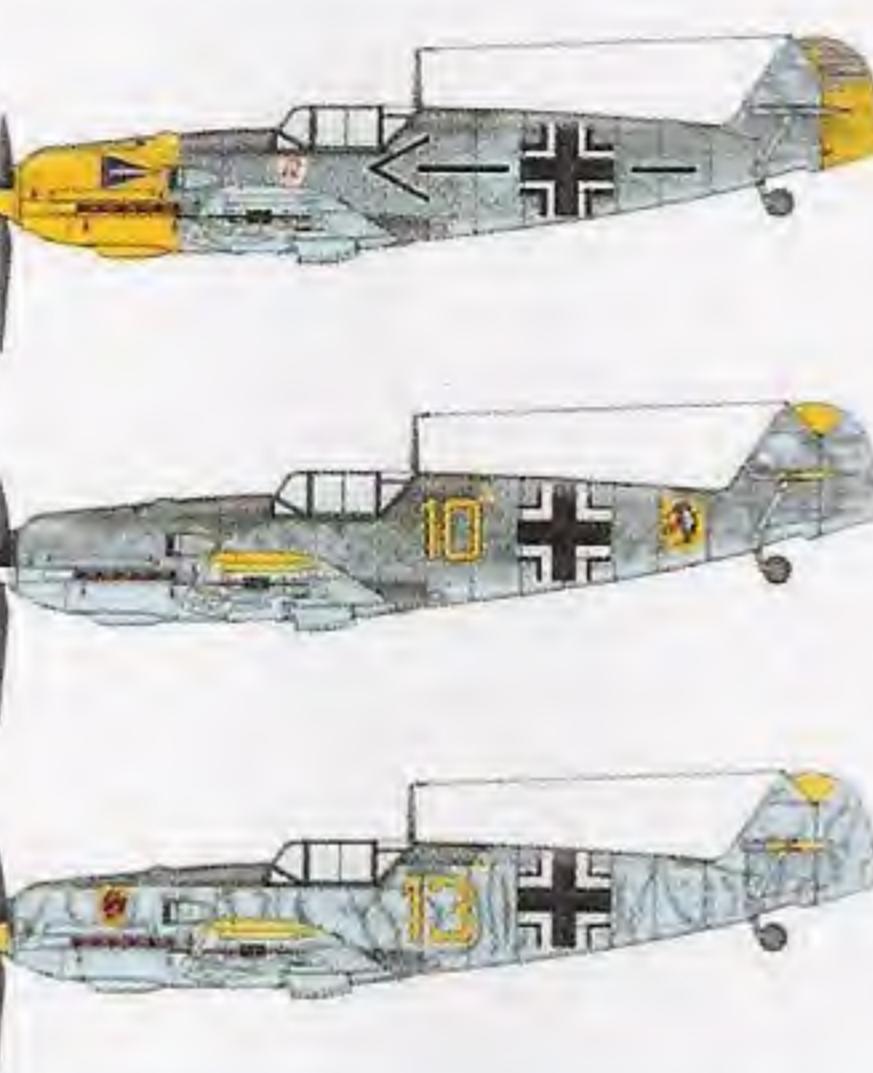
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Spotlight

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TRUMPETER

1/32

BY GARY HATCHER

Trumpeter's Swordfish Unleashed

UK importers Pocketbond have brought a unique production kit back from a visit to China, and have very kindly allowed us to share it with the readership.

Trumpeter's new 1/32 Stringbag is expected to arrive in the UK around the middle of May – so by the time you read this it will hopefully be here, and the accompanying images will enable you to make a considered purchase of what has to be a very desirable item.

So much has been said about kit prices recently, and particular those attached to some 1/32 releases, so it is good to see that the retail price on this present kit is on the right side of £70.00. Still a big price, some might argue, but we are apt to forget that we are a decade into the twenty-first century, and nothing costs 3/8d any more. Looking at the pieces in this box, and the potential they offer not only for many hours enjoyable modelling, but also at the enormous eye-catching model that will be the result, it is hard to consider this as other than a fair price



TECHNICAL DATA

Scale: 1/32

Kit No: 03207

Price: £59.60

Decal Options: 2

Panel Lines: Recessed

Status: New Tooling

Type: Injection Moulded Plastic

Manufacturer: Trumpeter

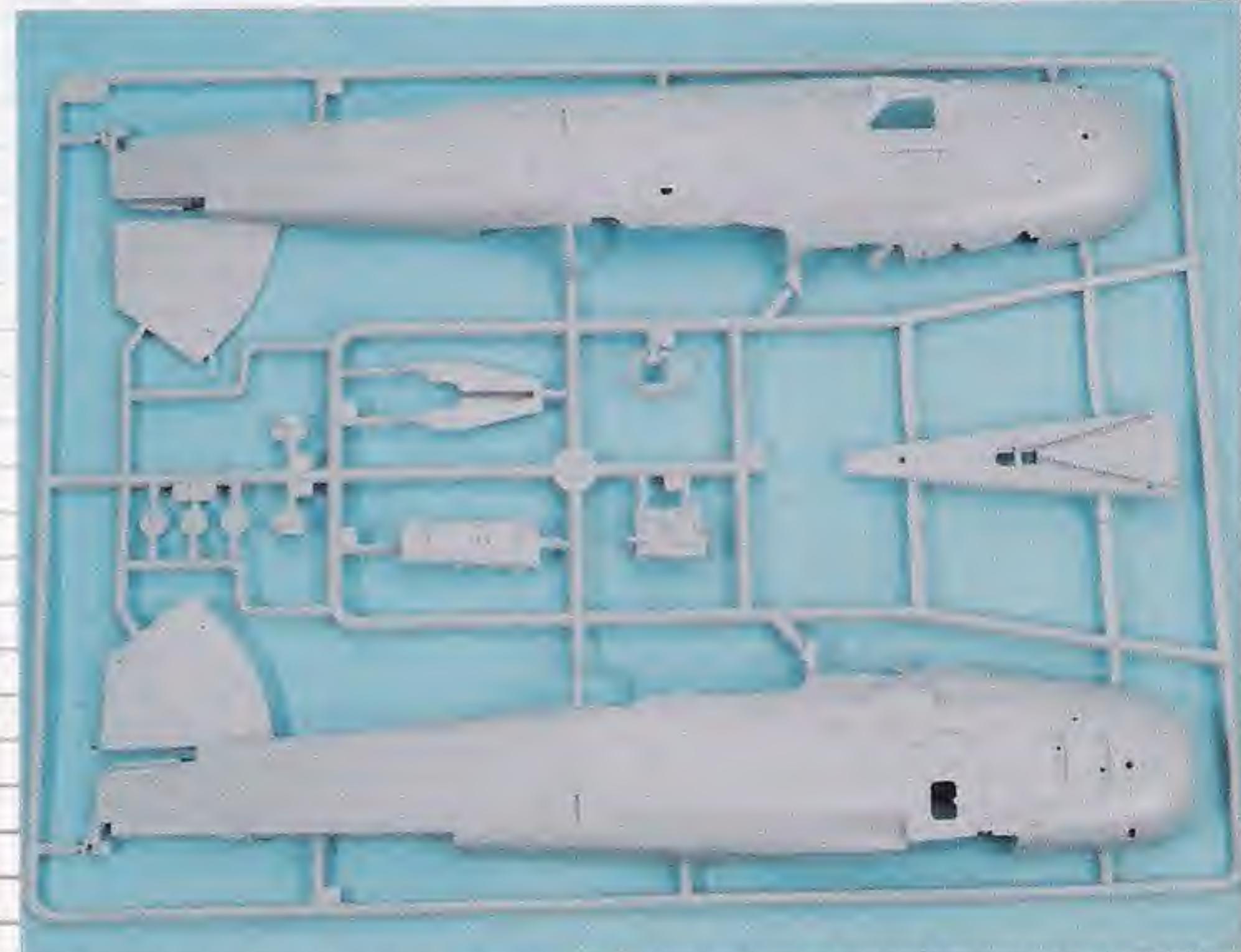
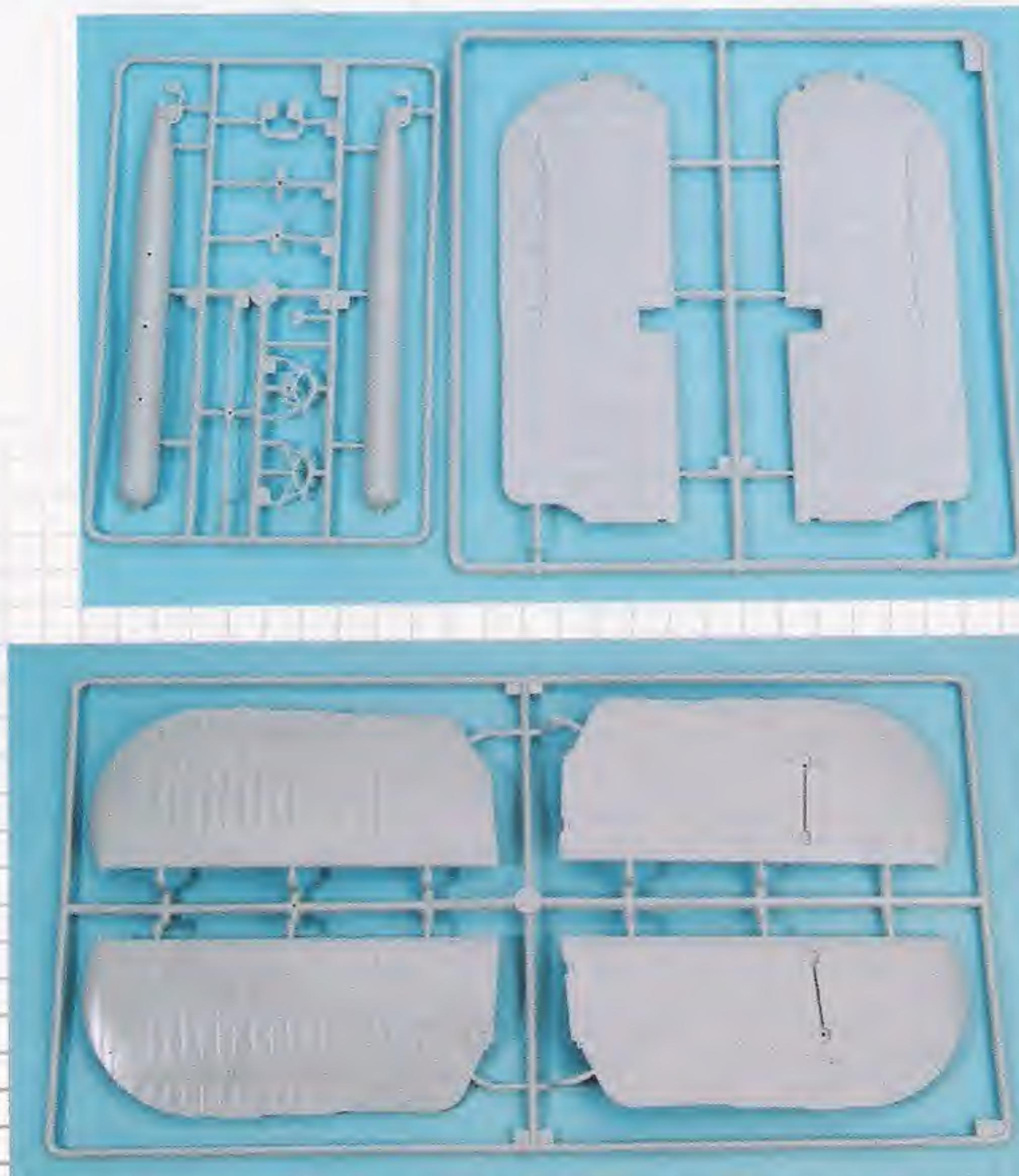
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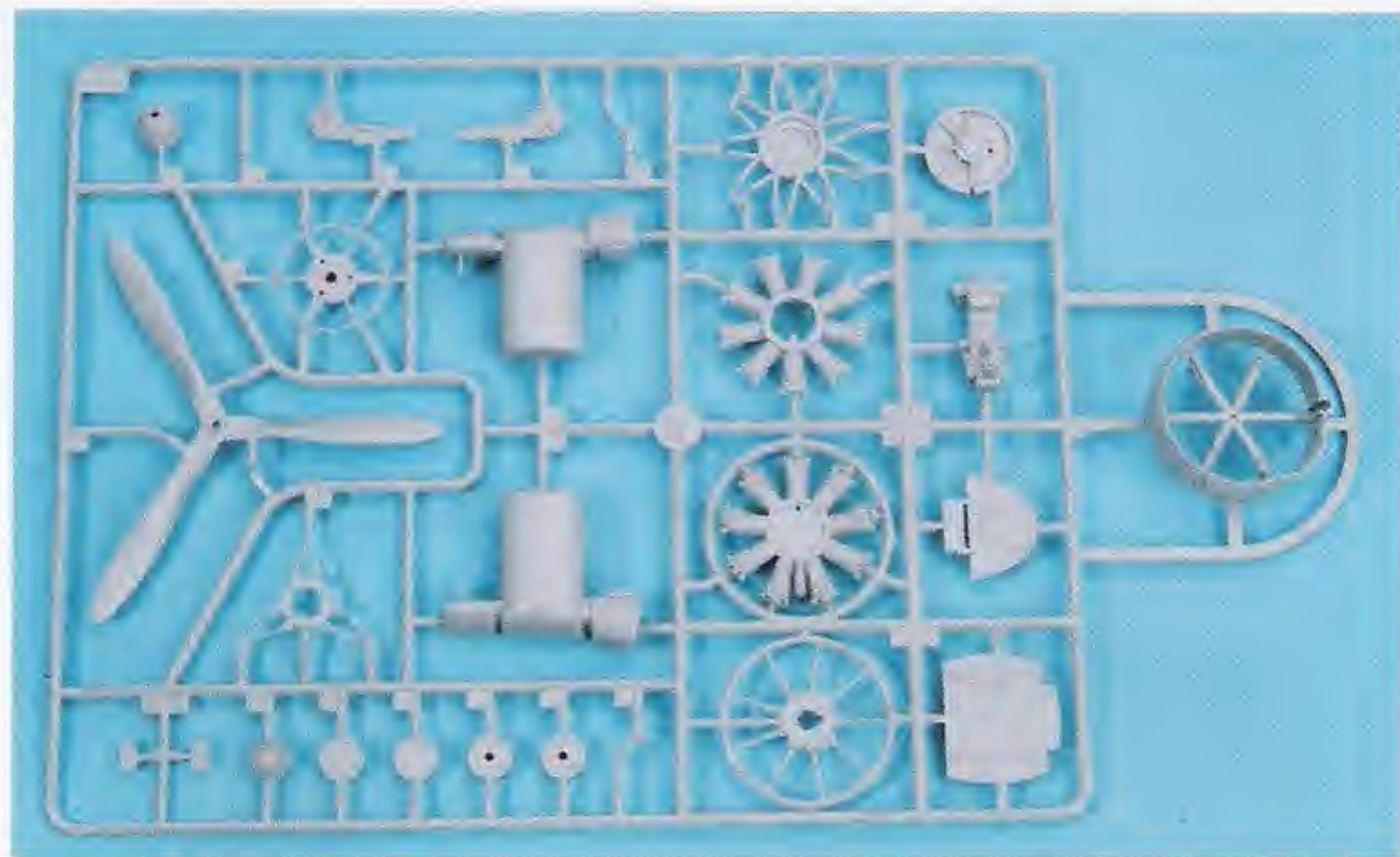
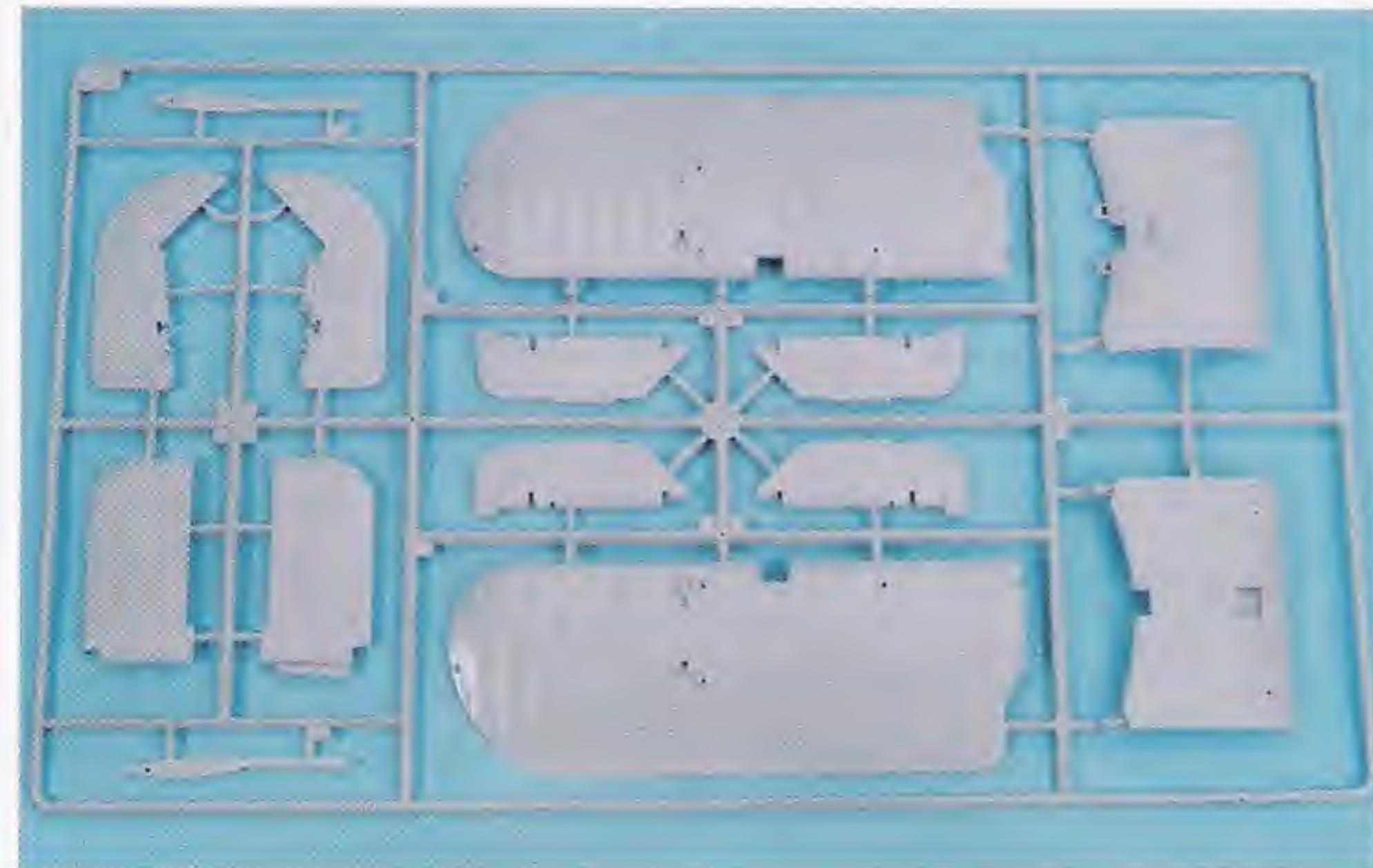
US Importer: Stevens International



for a good product, especially when you factor in the 'how many will buy it' aspect that is essential on any kit that is neither a Spitfire or a single-engine Luftwaffe fighter.

Wing span on the finished kit will be a meaty 433.5mm, with a length of 344mm. The parts count is nearly 200 pieces, and the kit includes rubber tyres and photo-etch parts for the bracing wires



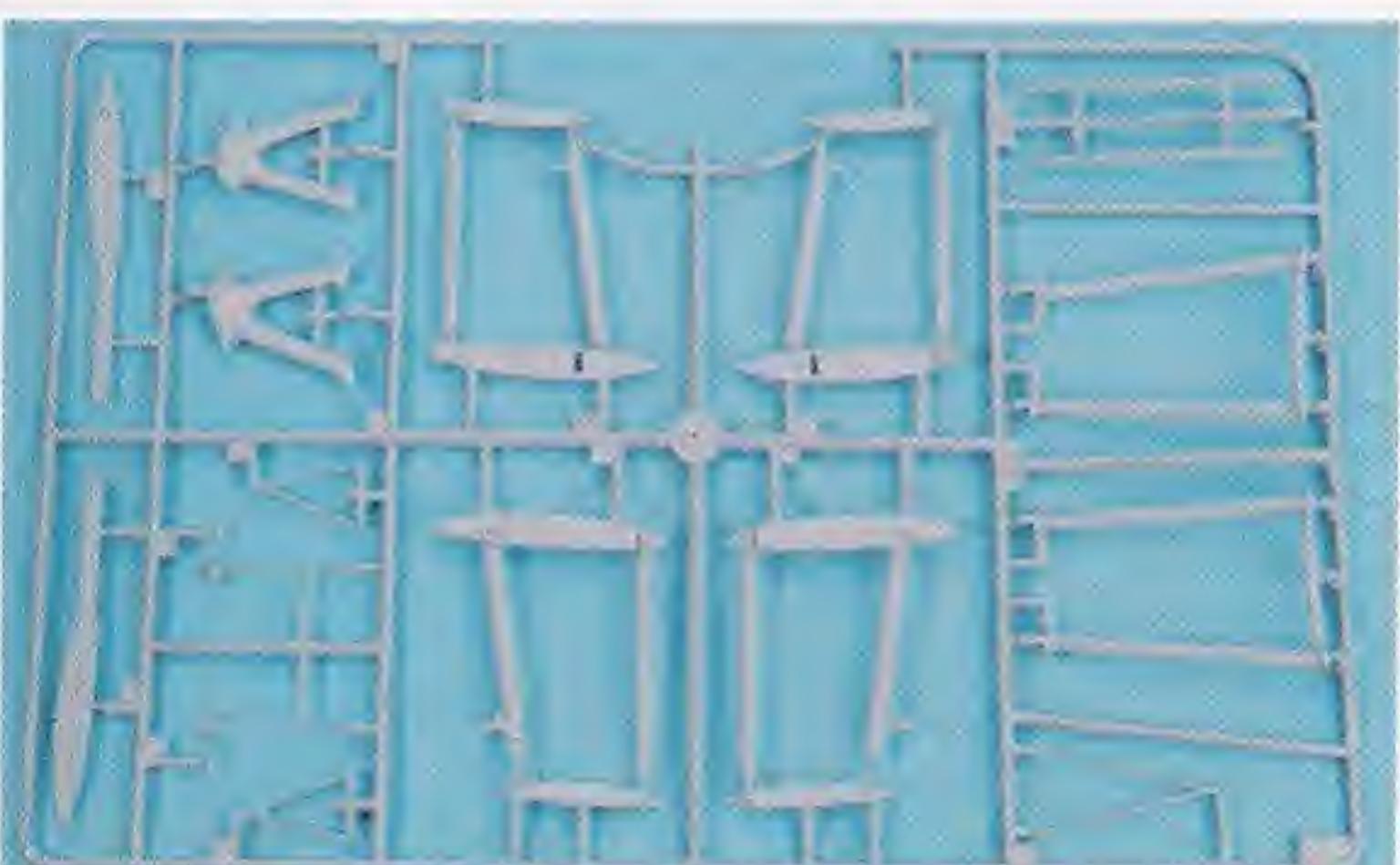
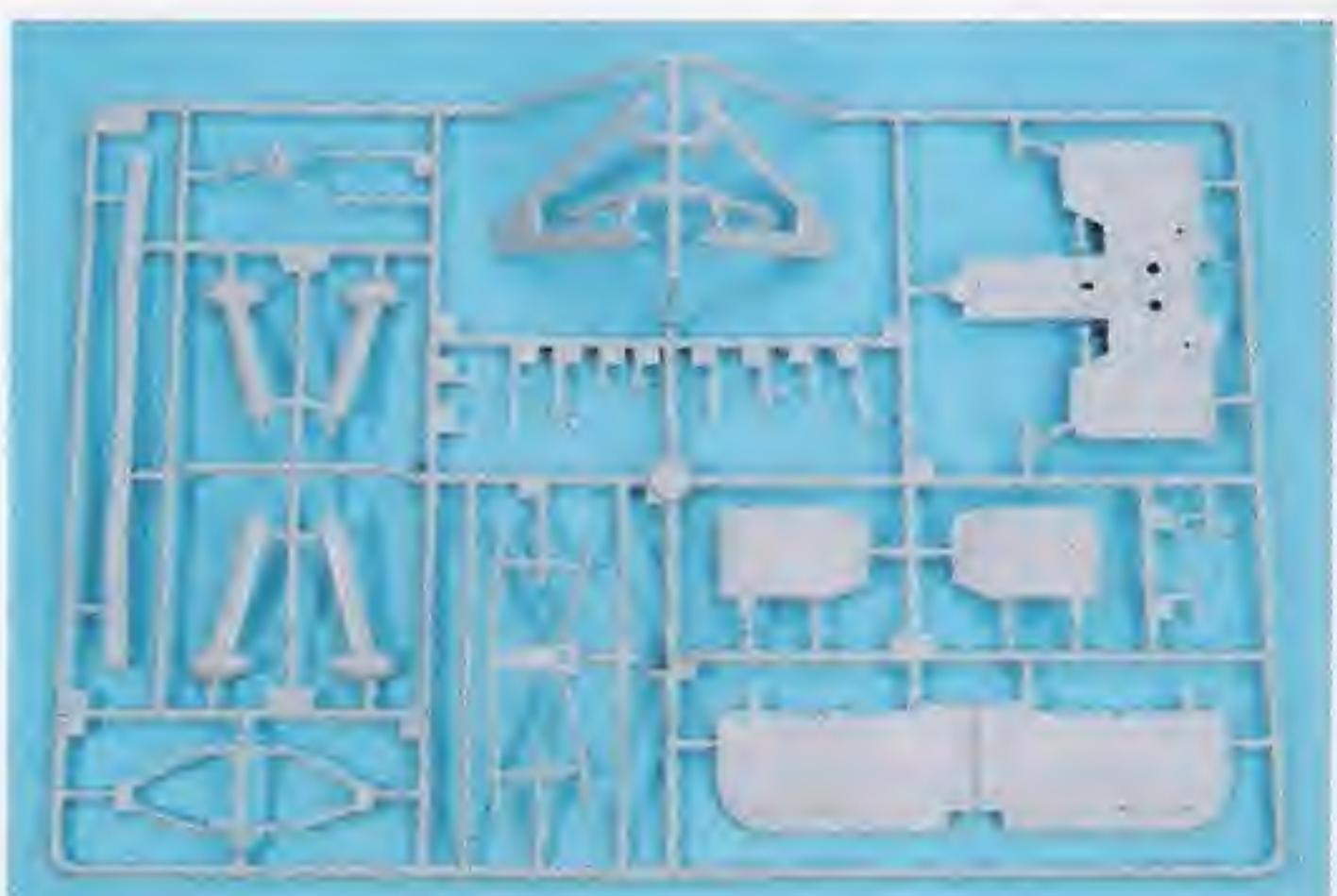
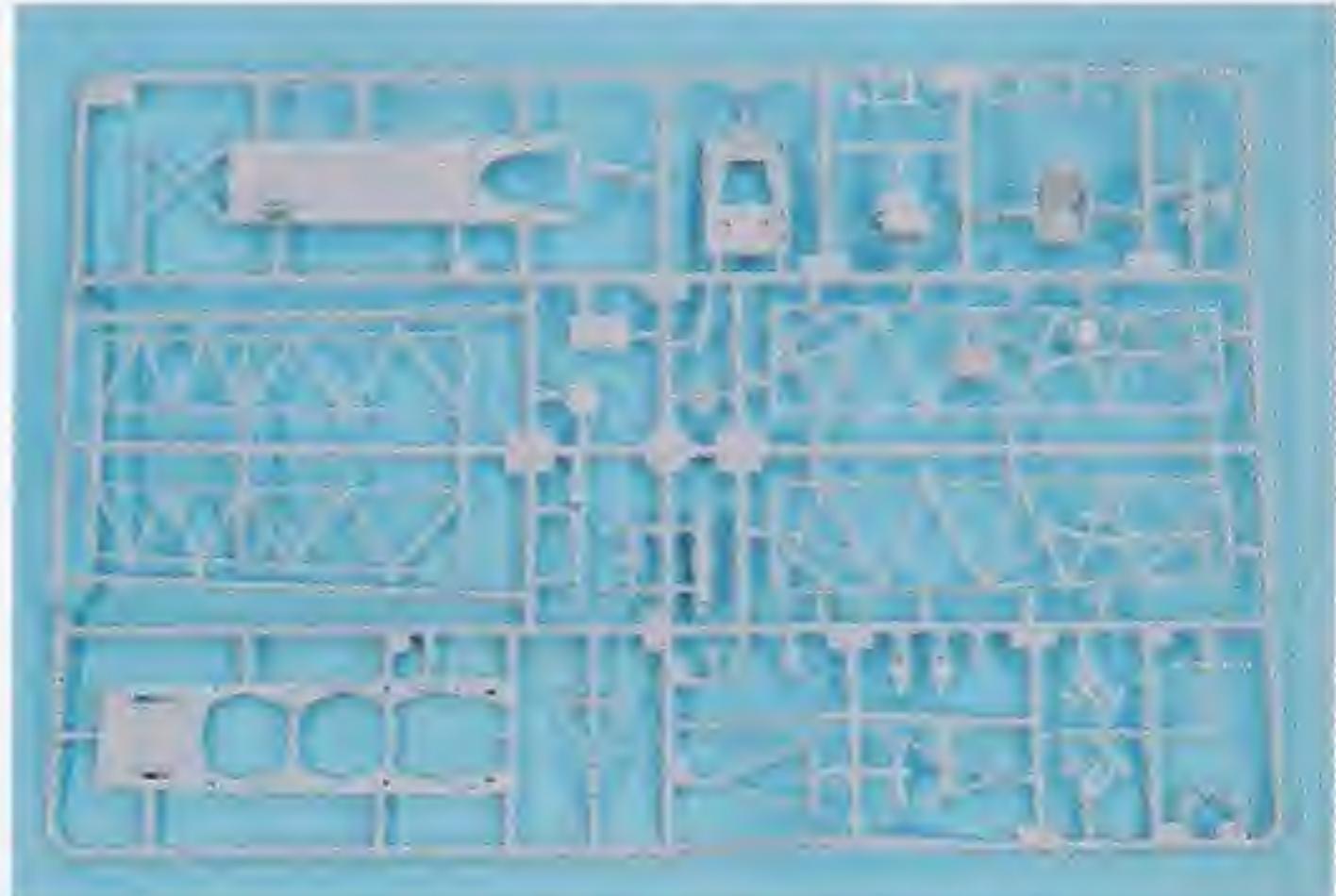


– although aftermarket parts will almost certainly be forthcoming for every corner of this kit before too long. Options include folding wings – very useful on a kit this size – a selection of weapons, and a transparent fuselage for those keen on displaying interiors in this fashion.

This looks to be an excellent kit, and we look forward to presenting it as a full build. Most areas look pretty good on the sprue, and with only one reservation concerning the leading-edge slats, which are not separate, this has to be another milestone release for 1/32, and may well be the kit that tempts some waverers into scaling up.

Many thanks to Pocketbond for passing the kit on so promptly, and for the opportunity to have a closer look.

• SAMI



Previews

P-51C MUSTANG
Tuskegee Airmen

1/48 SCALE

TECHNICAL DATA

P-51C Mustang 'Tuskegee Airmen'

Scale: 1/48 Kit No: 0012

Price: £22.50 Decal Options: 4

Panel Lines: Recessed Status: Revised Issue

Type: Injection Moulded Plastic

Parts: Plastic 74, Clear 11

Manufacturer: Accurate Miniatures

UK Importer: Creative Models

This latest release combines two sprues from the Allison-engined P-51A kits, including wings, cockpit interior, undercarriage and a three-bladed prop for the spares box, with the fuselage of the P-51C, which features a separate rear fuselage section without the fin fillet, a cockpit interior with correctly moulded flat wooden floor, and four-bladed prop.



TECHNICAL DATA

F-8E Crusader

Scale: 1/32 Kit No: 02275

Price: £79.98 Decal Options: 2

Panel Lines: Recessed Status: New Tooling

Type: Injection Moulded Plastic

Parts: Plastic 250, Clear 11, Etched 25

Manufacturer: Trumpeter UK Importer: Pocketbond

US Importer: Stevens International



TECHNICAL DATA

Tu-22M2 Backfire B Strategic Bomber

Scale: 1/72 Kit No: 01655

Price: £79.98 Decal Options: 2

Panel Lines: Recessed

Status: New Tooling

Type: Injection Moulded Plastic

Parts: Plastic 379, Clear 19

Manufacturer: Trumpeter

UK Importer: Pocketbond

US Importer: Stevens International



TECHNICAL DATA

EF-2000A Eurofighter Typhoon

Scale: 1/32 Kit No: 02278

Price: £99.98 Decal Options: 2

Panel Lines: Recessed

Status: New Tooling

Type: Injection Moulded Plastic

Parts: Plastic 343, Clear 7, Rubber 3, Etched 10

Manufacturer: Trumpeter

UK Importer: Pocketbond

US Importer: Stevens International



TECHNICAL DATA

Fw 190A-5

Scale: 1/48 Kit No: 8174

Price: £25.70 Decal Options: 4

Panel Lines: Recessed Status: Reissue

Type: Injection Moulded plastic

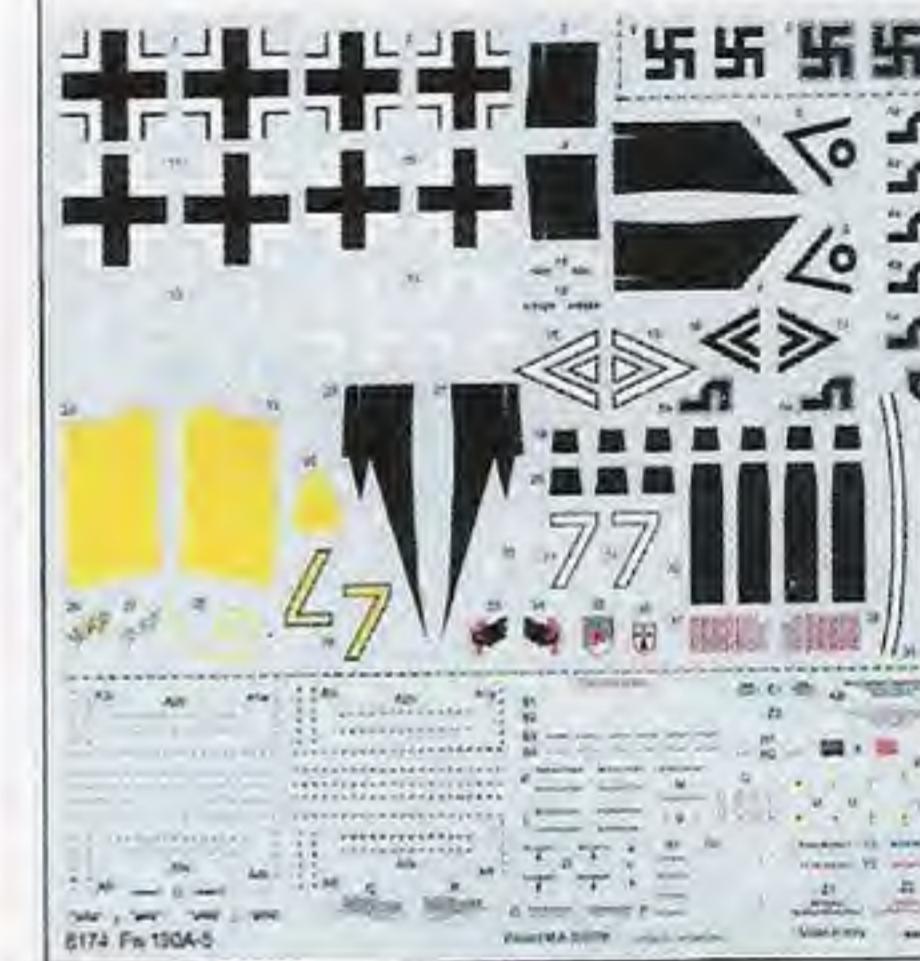
Parts: Plastic 157, Clear 4, Etched 73

Manufacturer: Eduard

UK Importer: Hannants/LSA

US Importer: Squadron

Also includes paint masks for wheels and canopy



TECHNICAL DATA

Messerschmitt Bf 109F

Scale: 1/32 Kit No: 00012

Price: £19.99 Decal Options: 1

Panel Lines: Recessed Status: Reissue

Type: Injection Moulded Plastic

Parts: Plastic 67, Clear 3

Manufacturer: Revell AG

UK Importer: Revell UK

US Importer: Revell-Monogram

Goodness – this isn't half bad! Don't be misled by the word 'Classic' on the box. Usually terms like 'classic' and 'heritage' imply an antiquity at odds with contemporary modelling trends, but this kit has recessed detail, more

parts than one might expect for a kit of this vintage, and will form the basis for a very good super-detailed project. That it is an F as well – easily the most handsome of all 109s – is all the more reason to go to town on it. Must have a word with Mr. Radu Brinza about some nice brass for its important little places.





TECHNICAL DATA

English Electric lightning F.1A/F.3

Scale: 1/32 Kit No: 02280
Price: £97.98 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 149, Clear 9, Rubber 3, Metal 2
Manufacturer: Trumpeter
UK Importer: Pocketbond
US Importer: Stevens International



TECHNICAL DATA

Grumman F8F-1B Bearcat

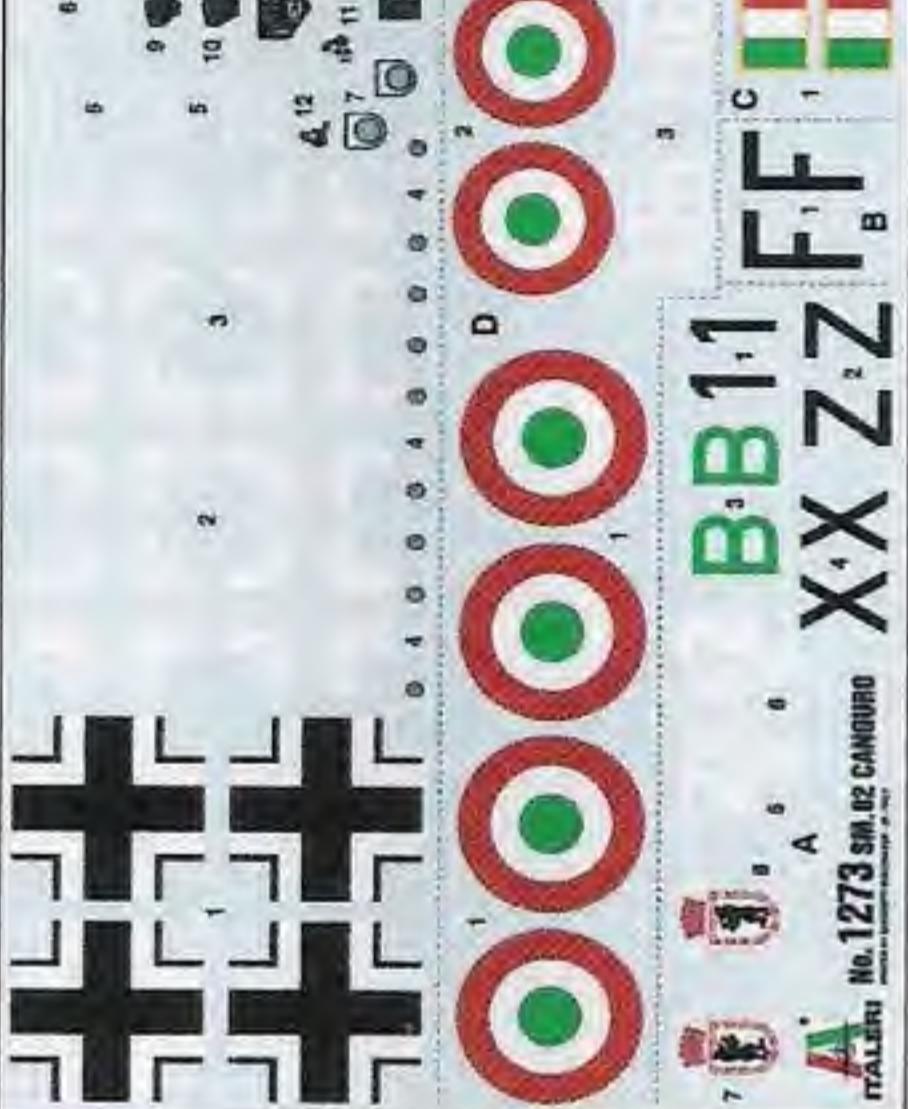
Scale: 1/32 Kit No: 02284
Price: £54.98 Decal Options: 2
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 352, Clear 10, Etched 25, Rubber
Tyres 2
Manufacturer: Trumpeter
UK Importer: Pocketbond
US Importer: Stevens International



TECHNICAL DATA

SM.82 Canguro

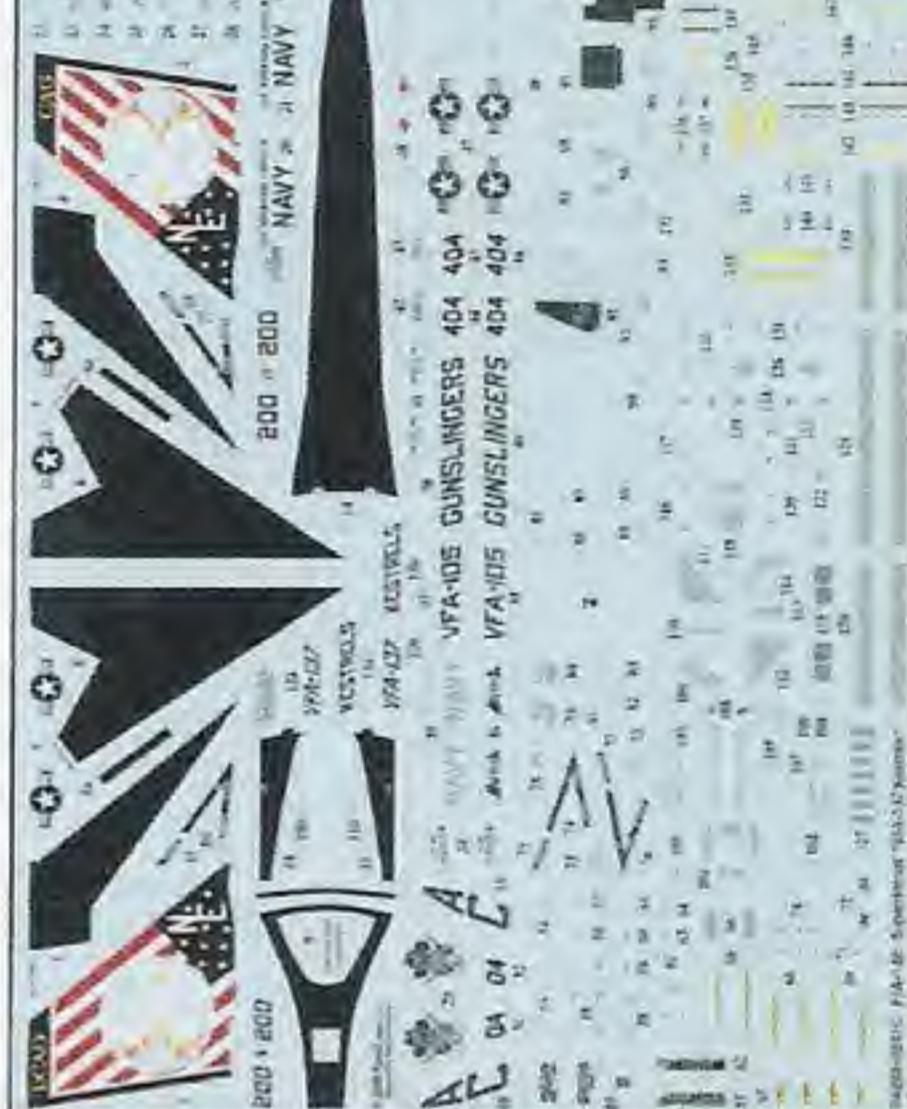
Scale: 1/72 Kit No: 1273
Price: 31.99 Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded plastic
Parts: Plastic 165, Clear 29 Manufacturer: Italeri
UK Importer: The Hobby Company
US Importer: Model Rectifier Corporation



TECHNICAL DATA

F/A-18E Super Hornet

Scale: 1/72 Kit No: 04298
Price: £14.99 Decal Options: 2
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 88, Clear 1
Manufacturer: Revell AG UK Importer: Revell UK
US Importer: Revell-Monogram



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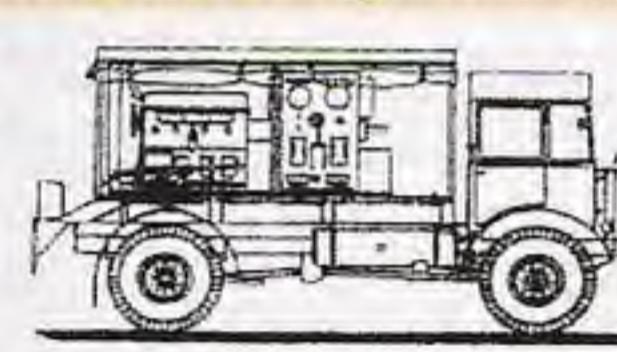
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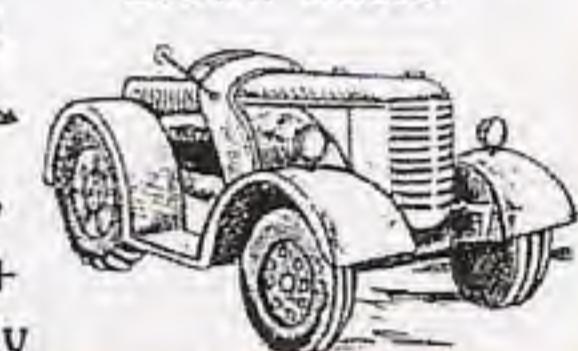
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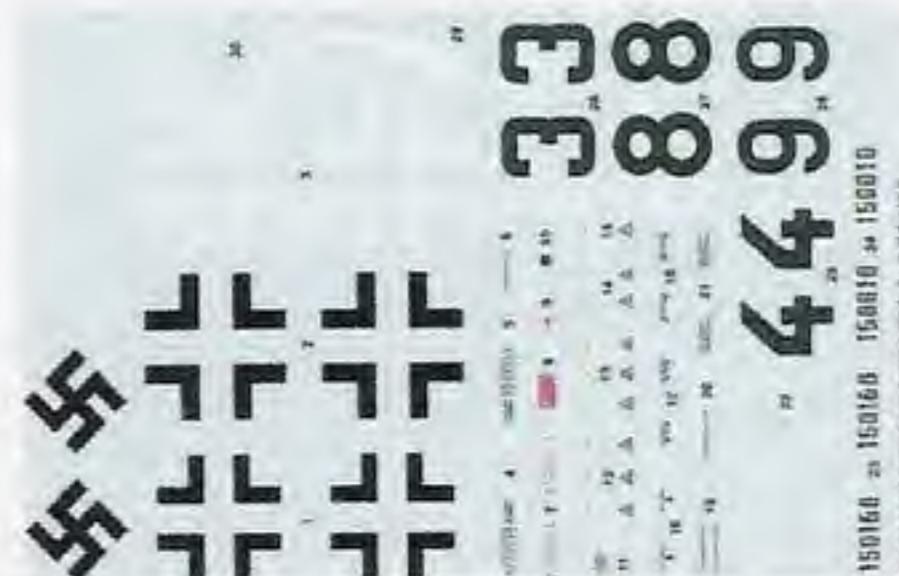


TECHNICAL DATA

Focke Wulf Ta 152H-1

Scale: 1/32 Kit No: 32008
Price: £54.95 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 53, Clear 6, Resin 18, Etched 24
Manufacturer: Pacific Coast Models
UK Importer: Cammett Ltd.

Another impressive release from this source, at a very good price considering the contents of the box. Colour etch belts, resin cockpit tub and wheel wells, as well as some very nicely tooled plastic parts. Watch this space for more quality kits from PAC – they certainly seem to have hit on a formula.



TECHNICAL DATA

CASA C-212-300M Aviocar
Scale: 1/72 Kit No: MS-127
Price: TBC Decal Options: 2
Panel Lines: Recessed
Status: Reissue
Type: Vacform
Parts: Vacform Plastic 27 Plastic 44, Vacform Clear 6
Manufacturer: Broplan
UK Importer: Aeroclub



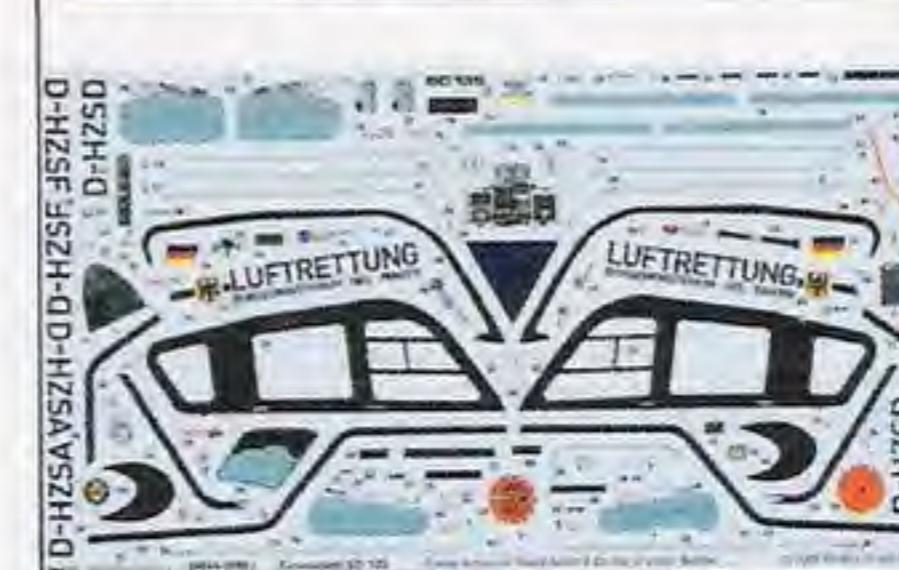
TECHNICAL DATA

Spad XIII Late Weekend Edition
Scale: 1/48 Kit No: 8424
Price: £12.80 Decal Options: 1
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded plastic
Parts: Plastic 91, Clear 1
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron



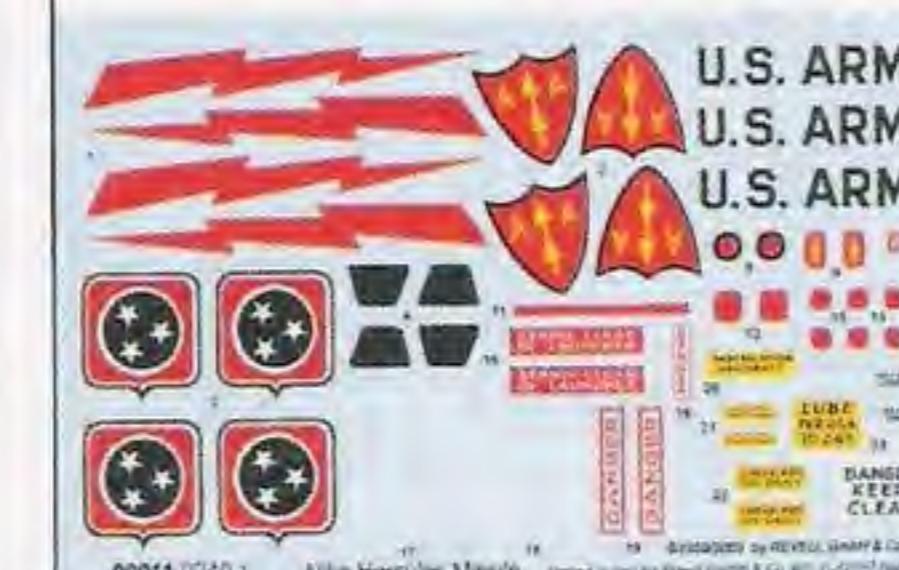
TECHNICAL DATA

Eurocopter EC 135 'Luftrettung'
Scale: 1/32 Kit No: 04644
Price: £14.99 Decal Options: 3
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 192, Clear 11
Manufacturer: Revell AG
UK Importer: Revell UK
US Importer: Revell-Monogram



TECHNICAL DATA

Nike Hercules Missile
Scale: 1/40 Kit No: 00011
Price: £10.99 Decal Options: 1
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 75
Manufacturer: Revell AG
UK Importer: Revell UK
US Importer: Revell-Monogram



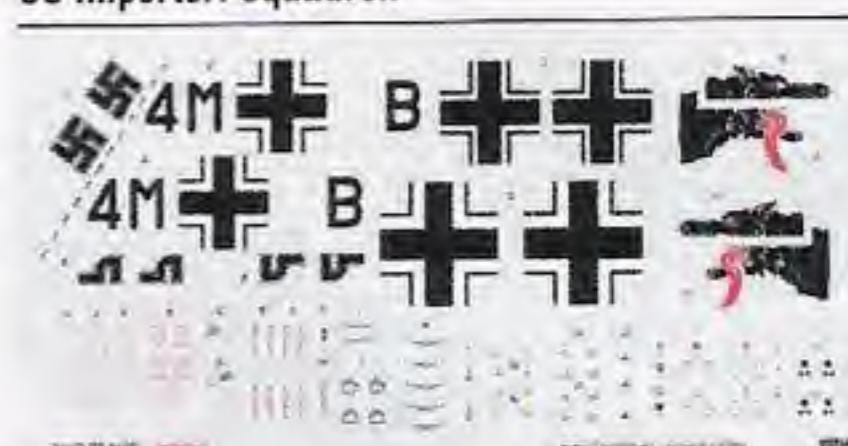
1/48 scale

PLASTIC KIT

Bf 110E

TECHNICAL DATA

Bf 110E Weekend Edition
Scale: 1/48 Kit No: 8403
Price: £19.25 Decal Options: 1
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded plastic
Parts: Plastic 261, Clear 13
Manufacturer: Eduard



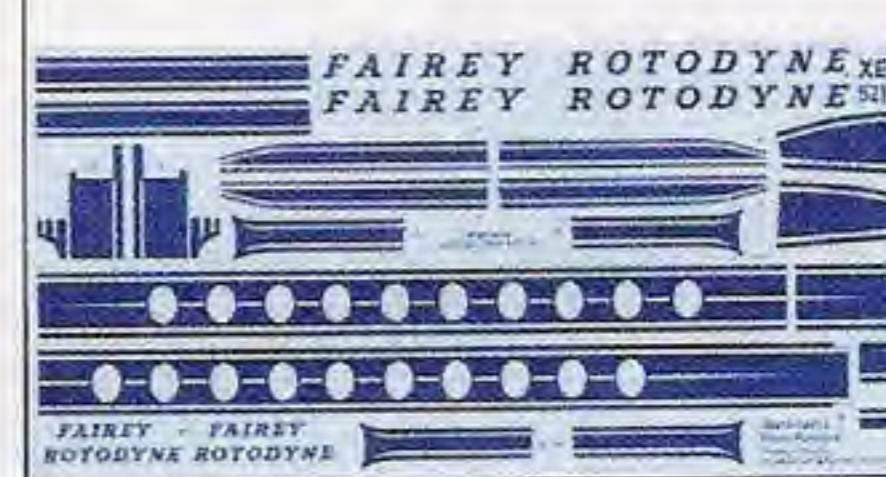
TECHNICAL DATA

Junkers Ju 52/3m Civil Version
Scale: 1/48 Kit No: 04558
Price: £29.99 Decal Options: 2
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 235, Clear 11
Manufacturer: Revell AG UK Importer: Revell UK
US Importer: Revell-Monogram



TECHNICAL DATA

Fairey Rotodyne
Scale: 1/72 Kit No: 00013
Price: £16.99 Decal Options: 1
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 99, Clear 26
Manufacturer: Revell AG UK Importer: Revell UK
US Importer: Revell-Monogram



TECHNICAL DATA

CASA C-212-300 & 400 Aviocar
Scale: 1/72 Kit No: MS-126
Price: TBC Decal Options: 1
Panel Lines: Recessed Status: Reissue
Type: Vacform
Parts: Vacform Plastic 27 Plastic 44, Vacform Clear 6

Manufacturer: Broplan
UK Importer: Aeroclub



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Reviews

CASA C-212-200M Aviocar

BROPLAN

1/72

BY ANDY MCCABE

The EADS CASA C-212 Aviocar is a STOL medium transport aircraft designed and built in Spain. The aircraft is powered by two Honeywell TPE331-10R-511C or -512C Turboprop engines, and the aircraft is respected for its high rate of climb and large tail ramp, which also makes it popular within the skydiving fraternity. The first flight took place on the 26th March 1971 the type entered service in 1974.

The Broplan kit consists of five vacform sheets, two injection moulded sprues, one vacform canopy, four vacform cabin windows, one decal and one instruction sheet. The vacform parts have rather crude recessed panel detail that in some places is almost non-existent, while the single vacform canopy is not very well produced and was to cause some problems.

Construction

Building starts by separating the parts from the sheets, then sanding them back to obtain clean mating edges. Internal detail consists of a cockpit, floor, seats, control yokes, instrument panel and coaming, side consoles and cockpit bulkhead, and cargo bay floor. There is very little detail on these but as nothing will be seen when the model is finished only the basic details were painted. Four of the five clear parts are cabin windows, but they were not used as the cabin windows would be filled with Micro Kristal Klear later on.

The vacform canopy was carefully cut from its sheet and as you only get one, care has to be taken. The interior was glued into one of the fuselage halves, weight was added into the nose and the two fuselage halves were joined together. The cockpit canopy required a section of the fuselage to be removed prior to its installation, and this was the most problematical stage of the build as the canopy is very thin and did not match the profile of the original kit part. After numerous attempts I still could not get it to fair in satisfactorily.

The wings are made up from four separate pieces and the tail and horizontal tailplanes from two parts each, which when assembled simply butt join to the fuselage. The nose radome cover was assembled and glued into position along with the main undercarriage fairings, which needed a fair amount of filler to make a nice clean joint.

CASA C-212-200M Aviocar

VACUFORM & INJECTION MOULDED PARTS
ul. Pilotów 10G/35 80-460 Gdańsk, POLAND1/72
Cat.No. MS-125

TECHNICAL DATA

Scale: 1/72	Kit No: MS-125
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Vacform	
Parts: Vacform 30, Plastic 46, Vacform Clear 19	
Manufacturer: Broplan	UK Importer: Aeroclub

The engine pods are again made from two parts, which fit rather nicely onto the wings with the minimal amount of filler needed to fair them in. The propellers are made up from five separate parts each, and the location of the blades into the spinner is a bit of a task as there are no positive locations for them.

Colour Options

The model was sprayed with white primer after which a topcoat of Tamiya X2 Gloss White was applied. I had chosen the most colourful of the four schemes, the Swedish Coast Guard, which then entailed a lot of masking starting with the yellow bands, Tamiya X-8 Lemon Yellow, then the Blue, Tamiya X-14 Sky Blue. The nose radome and all leading edges to the wings and tail surfaces and the exhaust panels on the underside of the wings were masked



then sprayed with Tamiya XF-1 Flat Black, then when dry the wing and tail tips were painted with Tamiya Red X-7.

The decals caused no problems upon application, however the Swedish Coast Guard version has white numbers on the blue fuselage band and also red door outlines that are not on the decal sheet and I did not have any in the spares box, so none were applied.

Four decal options are supplied with the kit:

- CASA C-212-200D D.3B-4 801 Squadron Spanish Air Force, gloss white all over with yellow fuselage and wing panels
- CASA C-212M-200M D-3B-8 801 Squadron Spanish Air Force, Neutral Grey All over with yellow fuselage panel.
- SH89 No891 Swedish Navy, Neutral Grey upper surfaces and Light Grey under surfaces.
- C-212-200M No 585 Swedish Coast Guard, Gloss white overall with Yellow bands to the fuselage and wings and Blue lower fuselage and wing bands.

The decals require a couple of coats of an acrylic lacquer before they can be applied to the model as they are produced by what I would guess to be an inkjet type of printing process.

Conclusion

This was a difficult and time consuming build that required a fair amount of filler. The cockpit canopy was the most troublesome part and may be replaced by decals on any future builds. It would be nice to see Broplan upgrade their decal printing method from the current type of inkjet to screen print as the former has limitations - mainly the inability to print white decals. Whilst it is substantially cheaper the difference it would make to one's enjoyment of the kit might well be worth the extra cost.

But the end justifies the means, and despite the problems it was a decent model to make and worth the effort needed to cut, sand and modify the parts to get to the finishing line.

● SAMI



SBD-5 Dauntless

ITALERI

1/48

BY MATTHEW BARRON

Upon opening the box, you find the old Accurate Miniatures SBD 5 reboxed. The kit parts are excellent, and the only slight problems I found were that some of the parts were so thin they had started to crack, this and a small amount of flash present on some of the finer pieces that needed cleaning. The rest of the kit looks amazing, with nice crisp recessed panel lines and raised detail where applicable.

The only thing missing from the kit would be a set of photo-etched seat belts, however decals are provided for these.

Construction

It appears that most of the parts provided go into the cockpit, which is a crying shame because when you close the fuselage halves together you won't be able to see half the detail. The instructions could be better for these initial stages, as placement of some of the smaller pieces is a little vague, and a lot of dry fitting is advised before committing to glue. Aside from this, the

SBD 5 Dauntless	
1/48	ITALERI
2673	
£25.43	Decal Options: 5
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 101, Clear 13	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

detail in the cockpit is outstanding and very little could be done to improve upon the kit parts.

The fuselage sections go together quite well. I found it best to work in stages, starting at the rear and working forward, adding the interior parts as you go. Minimal filler was required at this stage to join the halves together.

Next the wings, and unfortunately these didn't go together as quite so



easily. There was a noticeable step at the trailing wing root on both sides that had to be sanded flush - not a major job, but a minor inconvenience. The big job with the wings involves the roots. Both sides needed filling, but the starboard wing especially had a 1.5mm gap that proved to be a headache and tested my modelling skills considerably.

The engine detail is more than enough to satisfy most modellers, and the forward ECU panels go together really well with minimal filler.

Colour Options

The comprehensive decal sheet covers five different aircraft, in various colour

schemes, and a small number of generic stencils. Options include US, French and RNZAF machines. The decals look a little thick whilst on the paper, however when they are on the model with your decal solution of choice they settle down OK.

Conclusion

This kit is just as good as it ever was under Accurate Miniatures, and whilst there are some small problems a modeller with average skills and a couple of models under their belt will find this a joy, and it would be a good addition to anybody's display case.

● SAMI

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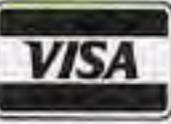
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Douglas DB-8

SPECIAL HOBBY 1/72

BY DEON WHITTAKER

The Douglas DB-8 was an export version of the Northrop A17, and this kit caters for two variants - one with spatted undercarriage and the other with retracting gear. The kit is well packaged, arriving in a top-opening box with resin, etch, and clear parts and decals all separately bagged up. The instructions are clear as to when to use the replacement resin and etch parts, depending on which of the five aircraft you choose to model. The plastic parts are nicely engraved and the canopy sections have the frames clearly marked.



Construction

On initial inspection of the plastic parts the build looks promising, the moulding is clean and the engraving is excellent. The interior goes together fine, but the wing-to-fuselage joint and wing centre section will need some filling. There is a small clear gondola on the underside of the fuselage, which I assume should have access to the interior of the aircraft, but no aperture is provided, so I painted the area above black and fitted the gondola over it. There is a replacement forward section just behind the engine if you choose to model the spatted version, which requires minor surgery.

Apart from the filling and sanding required, assembly is simple enough, although I found the canopy to be a fraction narrower than the fuselage, which caused it to interfere with the rear gun ring, which latter I removed.

The only difficulty I encountered was masking and painting the canopy frames but this was entirely my fault. Everything that could go wrong did - even the aftermarket red stripe decal with which I had intended to hide the poor join, disintegrated. After three goes I gave up trying to mask them and made the frames from aluminium tape.

The etch set provides for bomb racks for the spatted version and various pitots and control horns for both. The resin provides machine gun barrels, strakes, and propeller hub and bomb rack pieces, together with the aforementioned replacement nose.



TECHNICAL DATA

Scale: 1/72	Kit No: 72553
Price: £18.50	Decal Options: 5
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 53, Clear 3, Resin 13, Etched 24	
Manufacturer: Special Hobby	
UK Importer: Hannants	US Importer: Squadron



no adverse reactions. The decals will not tolerate repeated handling and I lost a couple of them during application. The prop manufacturer's logos and walkways came from the spares box.

Conclusions

All in all this is a very nice production. It was an enjoyable kit to build and the finished model looks right and is

accurate in span and length. I was impressed by the nice engraving, and the resin and etch parts are very good. The kit goes together well with a bit of filler and comes with an excellent set of decals, so can be recommended to anyone comfortable with a bit of basic filling and sanding.

• SAMI

Images of DB-8 in Peru by Ken Duffey





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Fokker E.II/E.III Eindekker

EDUARD

1/48

BY PAUL GILSON

This is an updated reissue of the Fokker E.III Eindekker, which is a bit of a nostalgia trip as my first ever 1/48 aircraft build was the original Eduard E.III kit – also their first in 1994. The kit contains excellent detail straight out of the box and has been significantly upgraded from the earlier release. The instructions comprise sixteen A5 sides of plans, nearly half covering the cockpit and fuselage interior, and five painting diagrams. The injection moulded parts are on three sprues of tan coloured plastic, with two frets of etch (one coloured) and a transparency for the windscreen. Eduard have used this revised kit to incorporate corrections and new information.

Fokker E.II / E.III	
* * * * *	
TECHNICAL DATA	
Scale: 1/48	
Kit No: 8156	
Price: £18.50	
Decal Options: 4	
Panel Lines: Recessed	
Status: Updated Reissue	
Type: Injection Moulded Plastic	
Parts: Plastic 92, Clear 1, Etched 85	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	



Construction

The majority of parts in this kit go to form the cockpit area, which has a high level of detail straight from the box. There are a lot of photo-etch detail parts here, and I built this all onto one side of the fuselage moulding. Everything fitted well, although some of the etched parts are not for the faint-hearted, and there are a few places where the modeller has the option to replace plastic detail or leave well alone. The kit covers both the E.II and E.III variants, but in fact is really limited to machines that had been modified to use the later combined fuel/oil tank, as only the later version is supplied. The E.III had a combination oil and fuel tank behind the engine and a revised filler arrangement which is depicted in the kit.

The fitting of the fuselage halves was the only point that required any filler, as there was a definite step between the two halves. On the underside this is easily covered by the etched stitching, but on the top some filler was required and this was worse towards the tail. The engine was another little masterpiece in plastic and brass, which was a shame to hide under the cowl.

Historically there is some confusion regarding the wingspan of the E.II/E.III and my references have different figures. This is noticeable when comparing with the earlier kit release, as the wings are now slightly longer on span, and with a slightly different shape to the tips. There

are also four wings supplied, with different shaped cut-outs on the starboard side around the engine cowl, to allow for the different shapes between the E.II and E.III versions.

There are also two types of engine cowl, as one version does not have the extra vent slots on the front section. Two propellers are included, but no indication is given as to which versions these apply to.

I fitted the undercarriage last, but left off the wheels until after painting. These also come with separate tyres, so it would be possible to build open-spoked wheels with fine wire or etch.

Colour Options

A selection of five aircraft is given and stencil data is provided, including logos for the propeller:

- A. Fokker E.II 68/15, flown by Lt. Bruckman, late 1915
- B. Fokker E.II 69/15, flown by Lt. Kurt von Crailsheim, late 1915
- C. Fokker E.II flown by Vfw. Ernst Udet, early 1916

D. Fokker E.III, flown by Leopold Anslinger, Summer, 1916

E. Fokker A.III 03.42, Austro-Hungarian K.u.K. Luftfahrttruppen, 1915/16

I went for Option D as I wanted something that had noticeable differences to my previous Eindekker build. This was a simple linen colour all over with quite heavy weathering and German crosses at all points on the tail surfaces. The decals were easy to apply and adhered well, with good colour depth that allowed no underlying paint to show through.

Once painted and decalled I used fine thread to add the wing warping control wires and other rigging. Finally I added the machine gun, with its lovely etched jacket, and the small windscreen.

Conclusion

This was a very welcome update of Eduard's first 1/48t aircraft and shows the progress made over the intervening years. I would thoroughly recommend this kit to anyone.

● SAMI



Mosquito B Mk IV

REVELL

BY MICK CONDRA

Revell's kit comes in the usual end-opening box, which is one of my pet hates, but something they seem to favour. Would we begrudge a little extra on the price for a proper box with a lid? Instructions are in the form of a fifteen-page booklet and five light grey sprues contain the major parts, with another of clear for the glazing.

The surface detail is slightly textured to represent the wooden surface. The fuselage is split in the conventional way lengthways but also just forward of the trailing edge of the wings, so presumably there are different versions on the way. There were bad sink marks on both halves of the front section, which will need attention before starting, and this is not an option as it does stand out.

Construction

The build is split into sixty-seven sections, and starts with the bomb bay and cockpit interior, which fits well with one small anomaly - the rear cockpit has a part moulded at the back that has to be removed to fit the rear bulkhead. The instrument panel is a decal that covers an almost blank face, and this could do with replacement for those wishing more detail. The rear, however, shows the instrument backs and with a good reference book can be detailed easily with drills and fine wire. The seatbelts are moulded to the seats but I replaced them with Eduard pre-coloured sets.

Two things to note are that parts 34 and 38 (glazed front windows) are reversed, and when fitting parts 10 and 11, the radio, offset the assembly by about 1mm to port otherwise it will foul the fuselage side when you close it all up. Later when fitting the cockpit glazing I found the seat also had to be shortened.

The wings and the tailplanes both have working flaps and control surfaces and fit onto spars, which give a good firm support. There was a little filling at the wing roots but the fit was quite good. The kit supplies two complete engines for which the covers can be opened up and I was tempted to do this but with time against me decided to leave this out. The major headaches here were the engine nacelles and undercarriage. Disregarding the instructions I found it possible, with care, to complete the nacelles then later add the undercarriage as complete items. This also saves some tricky painting and masking. Be careful here as the instructions in section 43 have parts 92 and 93 fitted the wrong way round (this is shown assembled correctly in section 45.) In section 60 it shows the option for 109 Sqn. fitted with paddle

1/48



TECHNICAL DATA

Scale: 1/48	Kit No: 04555
Price: £16.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	Parts: Plastic 205, Clear 17
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	

blades. From my reference these were not fitted until the Canadian Mk 25 and not on Mk IV bombers. Also, the aerials fitted in section 64 are not needed for Mk IV bombers. If you do decide to fit the flame dampers the protrusions at the front of the nacelles below the exhausts have to be removed to get them to fit.

Problems highlighted by Ted Taylor in the pre-release build with the undercarriage and boarding ladder still apply. (SAMI Vol.20 iss.22)

Colour Options

Three options are offered in this kit. One is a 627 Sqn. aircraft from RAF Oakington, Jan 1944, and the others are from my local RAF Marham, being 109 Sqn. 1944 and 105 Sqn. June 1943. The first two are finished with night undersides, the last in standard day colours. I had trouble with the decals for the 'No Walk' on the top of the wings, but generally they behaved well enough.

Conclusion.

I thought the kit was good if a little over engineered, but sink holes were a disappointment for a new tooling. It is not a kit that goes together easily, and a good reference is essential for this build around the cockpit. The best all round was the now out of print *Mosquito Datafile*, which although released before the Tamiya kit still has useful information.

One question I would like to ask is 'why produce a kit that has been done so many times when there is a market for a two-stage Merlin version?'

● SAMI



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E-2C Hawkeye

HASEGAWA
BY PAUL JANICKI

1/72

This brand new kit brings us bang up to date with the new multi-blade propellers that are being retro-fitted to existing airframes in use today. It has all the features we have come to expect from Hasegawa and the quality of the tooling is exceptional. The level of surface detail is very good, as is that included for the flight deck and landing gear areas. The instructions are clear but there is a misleading part where the 'Fez' that fits on top of the rotodome is shown in the parts map as not for use.



TECHNICAL DATA

Scale: 1/72	Kit No: HAE31
Price: £27.54	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Hasegawa	
UK Importer: Amerang	
US Importer: Stevens International	

Construction

Painted as directed, the cockpit area benefits from the decals supplied for the



instrument panels and consoles. One can paint the raised details but the decal pieces settle very accurately in place and look the part. The same applied to the roof-mounted panel that will not be seen later, but it is satisfying to know it's there.

The nose-wheel bay is assembled and fitted to the cockpit floor before fitting, not forgetting the necessary weight, to one fuselage half, and once this is done the remaining assembly proceeds quite swiftly with no problems at all.

Heinkel He 70F-2

ICM
BY TONI HAUSLER

1/72

Having never met an ICM kit before, I admit I was quite excited by the prospect of building this one, especially after peeking in the rather large and colourful box. I was greeted by two big grey sprues with a multitude of little detailed bits on them. Most pieces had beautifully fine panel lines and rivets and so on, except – bizarrely – the wings, which were blank. Closer inspection of the box art showed distinct panels. So which was correct? A minor oddity, but only the first of many.

Construction

Assembly begins in the cockpit, and here you can have lots of fun poking minute and sometimes unidentifiable objects around, looking for locating holes and trying to work out where to put them. At this stage you also have to start putting the lower wing section and wheel wells together, which requires trimming part of each wheel well to shape, as outlined by the instructions. You also have to cut out the rear cockpit in each side of the fuselage, though why it couldn't just have been moulded like that was a mystery to me. However, the interior is quite nicely detailed, even though you can't see a lot with the canopy on, and there is an additional spar spanning the cockpit and the inner part of each wing to give them some support.

This is of course assuming you can fathom the instructions. I had a hard time. The diagrams present an isometric view and are even rendered to look 3D, which looks nice, but makes it quite difficult to tell what's what and what goes where. The rather vague arrows don't help a great deal, and the whole thing caused a lot of confusion,



TECHNICAL DATA

Scale: 1/72	Kit No: 72231
Price: £14.65	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 68, Clear 11	
Manufacturer: ICM	
UK Importer: Creative Models	
US Importer: Dragon USA	

especially in the cockpit, so a few of the smallest bits were left out.

There are five clear pieces for the windows, which the instructions direct you to insert from the inside of the fuselage quite early on during the build. These will need a lot of careful sanding to the right size, and I found they actually fit better when pushed in from the outside, so you might want to leave them until later.

Fitting the fuselage sides together needs care, partly because of the lack of locating holes and pins, and partly because the instrument panels and the edges of the cockpit floor need a bit of trimming. After all this, there is still a gap between the upper and lower wing roots, where a smear of filler wouldn't go amiss. The engine cowling is also a poor fit, with gaps everywhere, and locating notches that don't match up.

The tailplane slides onto the end of the tail, with a cone to fit onto the very end. Unsurprisingly, more knifework was required here as the slots needed enlarging, and the inner trailing edge of the elevators needed to be clipped to allow the cone to fit. The control

surfaces on the wings are all separate and poseable, and even though they do need a bit of trimming around the joins I thought this was a nice touch. The rudder is also separate but the elevator is not, though it could easily be cut and reset. The three canopy pieces are nice and thin. The front one clips on without any trouble, and there is a cut-out version of the rear canopy if you choose to include the gun.

Seven separate pieces go to make each mainwheel and leg, and working out how they fit together is mostly a matter of guesswork as the diagrams are not much help at all. Mine ended up rather splayed and almost certainly wrong, but it seemed sturdy enough by the end. There is also a choice of tailskid or wheel, though the wheel isn't referred to anywhere in the instructions.

Colour Options

There are two options with this kit. One is a colourful camouflage scheme of the Spanish Nationalist Air Force; the other is a handsome but complex blue-and-white Condor Legion scheme, with forty or so stripes, which are well worth the effort to achieve. The diagrams don't include a view of the underside, except for a small section of one wing, and this meant guesswork, as I couldn't find any decent references, and the side views were only of limited use.



Decals are included on a small and quite simple sheet. The roundels on the wings went on well, being very thin and with a nice matt finish, but unfortunately most of the others disintegrated as soon as they hit the water. I was obliged to resort to a bit of 'make do and mend' to finish things up.

Conclusion

I must say I was ever so slightly disappointed with this kit – call me lazy, but I don't much enjoy having to fight with every single piece to get it to fit. The instructions were little help, and the decals problematic. However, it does look very nice at the beginning – with all that lovely detail – and, at the end, it looks quite nice again. There's just a fair bit of work in the middle. Eventually, though, you will end up with a rather handsome Heinkel.

● SAMI



During the whole build, I found all the parts to fit extremely well without resorting to any filler. The multi-part main undercarriage looks quite tricky but assembles and fits into each nacelle firmly.

With the airframe more or less complete, the separate flaps are, I suggest, best left until later when all the other easily knocked off pieces such as the many antennae come to be added. Those menacing looking props are made up of only four parts but go together well and push fit onto the poly rings inserted into the engine fronts earlier. Quite a bit of time was spent in preparing and decaling these, with the results being highly beneficial to the finished model. Finally I added the rotodome, which also push fits onto poly rings like the propellers, enabling it to be rotated, if

you can really see any possible point in so doing.

For the overall Gull Grey scheme I used Model Master acrylics in sachet packs, which worked very well through my airbrush. The model was then coated with Klear prior to decalling.



Colour Options

Both the options are US Navy CAG birds. The most colourful one is illustrated on the box lid and depicts 165649/600NH of VAW-117 aboard USS Nimitz in 2008, while the other is 165813/600AG of VAW-125 on USS

Dwight D. Eisenhower in 2007. I opted for this one, as although it is not quite so highly decorated, I like the all black tail surfaces with a splash of colour. The decals seemed to take ages to apply - at least a week of evenings for all the tiny stencilling, but they all settled very well aided by decal solutions. The quality of the decals reflects that of the kit and though they may seem a little thick, once treated they blend in well.

Conclusions

Hasegawa have done themselves proud with this kit. I enjoyed building the model and am grateful for the opportunity of doing so. If any US Navy fan out there has not got one yet, then do so, as you will not regret it. Highly recommended.

● SAMI

Convair YF-102

NOSTALGIC PLASTIC 1/72

BY TIM LARGE

Inside a very stout box is one plastic bag with twenty-six yellow resin parts and one clear resin canopy. Overall the resin mouldings are good, if somewhat bare in the cockpit area, however the panel lining is crisp and the undercarriage bays are detailed. There are, of course, pouring blocks to be removed, as well as a number of air bubbles, which had caused defects in the mouldings, mainly confined to places like the nose and tip of the tail fins.

A small but comprehensive decal sheet is included, and this has all-over carrier film, so some careful cutting out will be required. The package is rounded off with the instructions, which come on two sheets of photo-copied A4 paper and include a concise history, specifications, the building guide, references, and a colour guide quoting FS Numbers. Also included are a number of profiles covering the aircraft's history, as well as a number of black and white photos of the YF-102 in service.

Construction

The main airframe consists of just seven parts, and all the joints are of the pin and hole type, which ensures strong and accurate alignment of the flying surfaces.



I found filler was required to blend in the wings and tail to the fuselage, as well as the joint of the fuselage halves. Two types of tail cone are supplied, early and late, the main difference being that the late version is bigger, and for some reason has interior detail. I opted for the smaller, earlier type.

Air bubbles had caused the ends of the tail fins to be missing so a combination of filler and superglue was used to rebuild them, applied in layers and filed to shape until finished. The nose was also in need of some remedial work to blend the end

of the fuselage to the nose probe, and once all this was done I could turn my attention to the cockpit.

Here I came to what is the only real disappointment on the whole kit, as the cupboard is pretty bare, and the seat is missing a head rest. I added a head-rest and belts and the whole cockpit was painted black, although this was down to guesswork, as there is no reference to the colour of the cockpit or its contents in the instructions. An etched instrument panel for the SAAB Draken came from the spares box and fitted like a glove, and last of all an old control column from an Airfix Do 17 was adapted and added.

In contrast to the cockpit the undercarriage assembly is nicely detailed and fitted perfectly, although the wheel bay doors are very thick and may need thinning down.

Colour Options

The basic finish is natural metal for all of the ten prototypes covered, the main difference between them being red Convair scallops, white tips on the tail and black anti-glare panels. I chose the second prototype 52-7995 as it looked in August 1954, using Humbrol's Silver enamel (11) for a metal finish, with a coat of Poly Gloss after the decals were dry to give some depth and a polished look.

The decals will require careful cutting out. One small section was wetted to test its reaction and just disintegrated.



Microscale came to the rescue in the form of their wonderful Liquid Decal Film, and once treated they settled down nicely onto the surface of the model, though some still caused problems. I replaced the ones I could from the spares box.

Conclusions

Nostalgic Plastic have come up with a simple kit to put together, with a well moulded exterior. I was disappointed with the cockpit, and an etched sheet would have been a great help. The decals were not the best in the world, however well they may look on the sheet. On the bright side the YF-102 fills a gap in the evolution of the F-102 Delta Dagger from Lippisch's DM-1, through the XF-92 to the XF-92A and then the YF-102, ending in the Delta Dagger - a line-up that would be very eye catching at a show. So, despite my issues, I can recommend this kit to all.

● SAMI



Hawker P.1154

SILVER CLOUD

1/72

BY PAUL JANICKI

Following on from the SR.177 and more recent Avro 720, we now have another 'what should have been' subject from the Freightdog/Silver Cloud stable. The kit is cast in resin, packed in a segmented poly bag and features around twenty parts, including the single clear canopy also in resin. Surface detailing is well defined, with all the undercarriage covers cast in one piece that will need to be separated at the construction stage.

Construction

There is no special sequence to work to but I started this sample by joining the fuselage halves together, taking care to align the parts correctly. The wings and tailplanes have pins that locate into holes in their respective positions and line up quite well without too much fuss.

The next parts I tackled were the undercarriage but I left off the wheels until later. It should be noted that the main gear doors are closed with only the small ones open either side of the leg. The front gear doors remain open but the small one should be closed. This is not the case on this model as I subsequently received from Freightdog a



TECHNICAL DATA

Scale: 1/72	Kit No: SCK7202
Price: £39.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Resin 28, Clear resin 1	
Manufacturer: Silver Cloud	
UK Importer: Freightdog Models	

corrected set of notes explaining more clearly the correct positioning of these parts.

At this stage the build was virtually

complete, so I primed the model in readiness for my chosen scheme and on completion of this the exhaust nozzles were fixed in place as directed. On adding the seat, and doing a dry run with the canopy, I noted that it would not sit too well. The base of the seat part has detail depicting the rocket pack, which needs to be filed off allowing it to sit slightly lower in the cockpit, enabling the canopy to fit correctly. To finish, I added a few aerials from Microstrip and stretched sprue plus a pair of spare pylons from the another Harrier kit to make it look more businesslike.

Essentially, the model took next to no time to put together and required only the smallest amount of filler, mainly to make good a couple of areas where there were air bubbles.

Colour Options

Two schemes are offered with appropriate serials that were eventually applied to the GR.1 Harrier and Phantom. Unit markings are for 1 Squadron as XV788/M in tactical wraparound camo or XV474/G of 17 Squadron with the earlier Light Aircraft Grey undersurfaces. A third option (not illustrated) is possible by depicting XV788 in the temporary winter finish of grey and white. I used a bit of artistic license and altered the last digit to make XV478/G of 17 Sqn. Incidentally, I also altered the underwing serial layout to correspond with those applied to the GR.1s onwards, plus some extra stencilling and warning panels.

Conclusions

It is quite interesting to see how much larger the P1154 was to have been when compared with the version we all know. Further research will probably reveal the weaponry it would have carried and these will be added to my model later. However, I'm sure that this release will be welcomed by all Harrier fans and expect that many will end up in other unit finishes. The kit is well produced and deserves to do very well.

● SAMI

Auster III

AZ MODELS

1/72

BY PAUL JANICKI

When this kit was announced I was very keen to build it as I made my first ever flight in an Auster (1966) although it was a Mk V with the flat-four Lycoming engine. Much later, around 1979, I was offered a trip in a type similar to this kit in full AOP camo in exchange for a couple of made up models. Bargain! This kit, a Mk III which is very close to LB312 in which I had a very happy 30 minutes, will be re-marked as such later, but I opted for one of the kit schemes for this review.

The kit has nice surface detail depicting the wing ribs well with a basic cockpit interior including the tubular framework, which for me is rather heavy but easily replaced with Evergreen .020 thou rod. The transparency is fine but again a little too thick so any reworking will have to take this into consideration. All the main



TECHNICAL DATA

Scale: 1/72	Kit No: AZ7264
Price: £13.50	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 40, Clear 1, Resin 4	
Manufacturer: AZ Models	
UK Importer: Hannants	US Importer: Squadron

plastic parts come on one sprue with a solitary resin piece for the lower cowling exhaust ports but the pipes are not there and will need to be scratchbuilt.

Construction

The instructions guide one through the build in ten steps starting with the cabin area. I replaced the framework with plastic rod for a more scale appearance, but if you decide to take this route allow for the thickness of the clear part by practicing with dry runs. Once satisfied the clear part can be fixed in place and the build continued.



The wings are one-piece mouldings and are well formed with no sink marks to spoil them. The fit to the wing roots on the transparency is a butt join and supported by the scale sized 'V' struts. Two other parts also need to be replaced, these being the strut supports with the locations indicated by small indentations in the wing underside. The last steps deal with the undercarriage and two more lengths of rod are required to complete this section, followed by propeller, tailwheel, venturi tube and so on.

Colour Options

Four options are included, three of them in the more or less identical Dark Green and Dark Earth camouflage typical to all Austers of the time. Aircraft are MT438 of SEAC, A11-8 of the RAAF with shark

teeth, and MZ235 of the Czech Air Force. The fourth is X-13, in the same colours but with the different pattern of the Israeli Air Arm. I note with interest that the Sword 1/48 kit offers the same RAAF scheme, but in overall Foliage Green. One for the experts this. The decals are of very good quality and behaved well with decal solutions, the carrier film disappearing after a coat of matt varnish.

Conclusions

With the above mentioned minor improvements, AZ have come up with a highly commendable kit and I sincerely hope they expand the series and include the Lycoming powered version soon, as this provision is already possible with the separate Gipsy Major of this kit. Highly recommended.

● SAMI



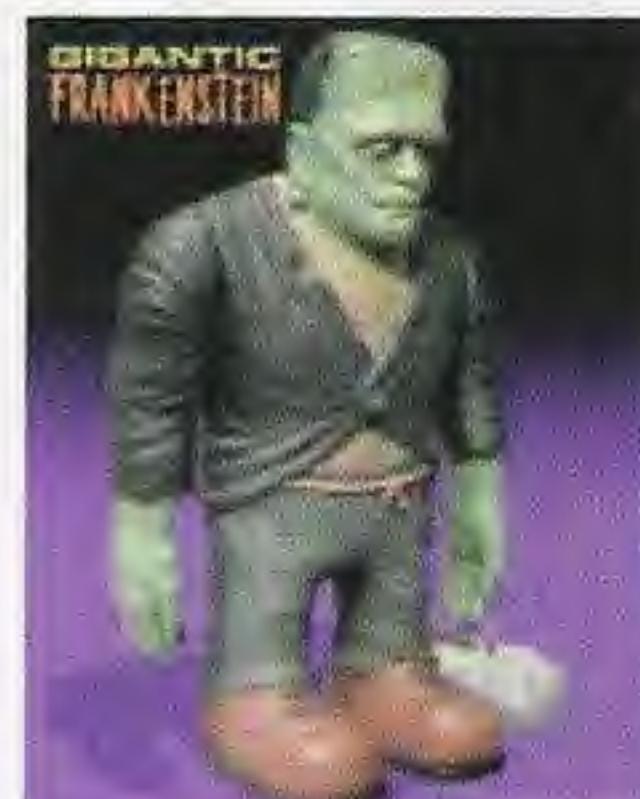
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Accessories

Draken Stack

AIRES

Yet again it is a 1/32 set that is for me the highlight of this month's new releases, with some beautifully cast sets for the Trumpeter Bearcat and P-51. The smaller scales have not been forgotten, though, with yet another Prowler cockpit and a set for the 1/48 Hasegawa Draken that combines all the previously released sets to detail nearly every area of the model but at a far cheaper price than if you purchased them separately.

1/72

Saab Tunnan J/S 29 wheels and paint masks
Part No: 7211
Designed for: Heller
Price: TBC

MS.406 wheels and paint masks

Part No: 7212
Designed for: Hasegawa
Price: TBC



Saab Tunnan J/S 29 wheels and paint masks

1/48

Republic F-105D ejection seat

Part No: 4392

Designed for: N/A

Price: TBC

F-16C Falcon Block 50/52 cockpit set

Part No: 4400

Designed for: Tamiya

Price: TBC

Hawker Typhoon wheel bay

Part No: 4399

Designed for: Hasegawa

Price: TBC

J 35F Draken

Part No: 4396

Designed for: Hasegawa

Price: TBC

EA-6B Prowler ICAP-2 (late)

Part No: 4398

Designed for: Monogram/Revell

Price: TBC

1/32

P-51D Mustang cockpit set

Part No: 2091

Designed for: Trumpeter

Price: TBC

P-51D Mustang wheel bay

Part No: 2092



F-16C Falcon Block 50/52 cockpit set



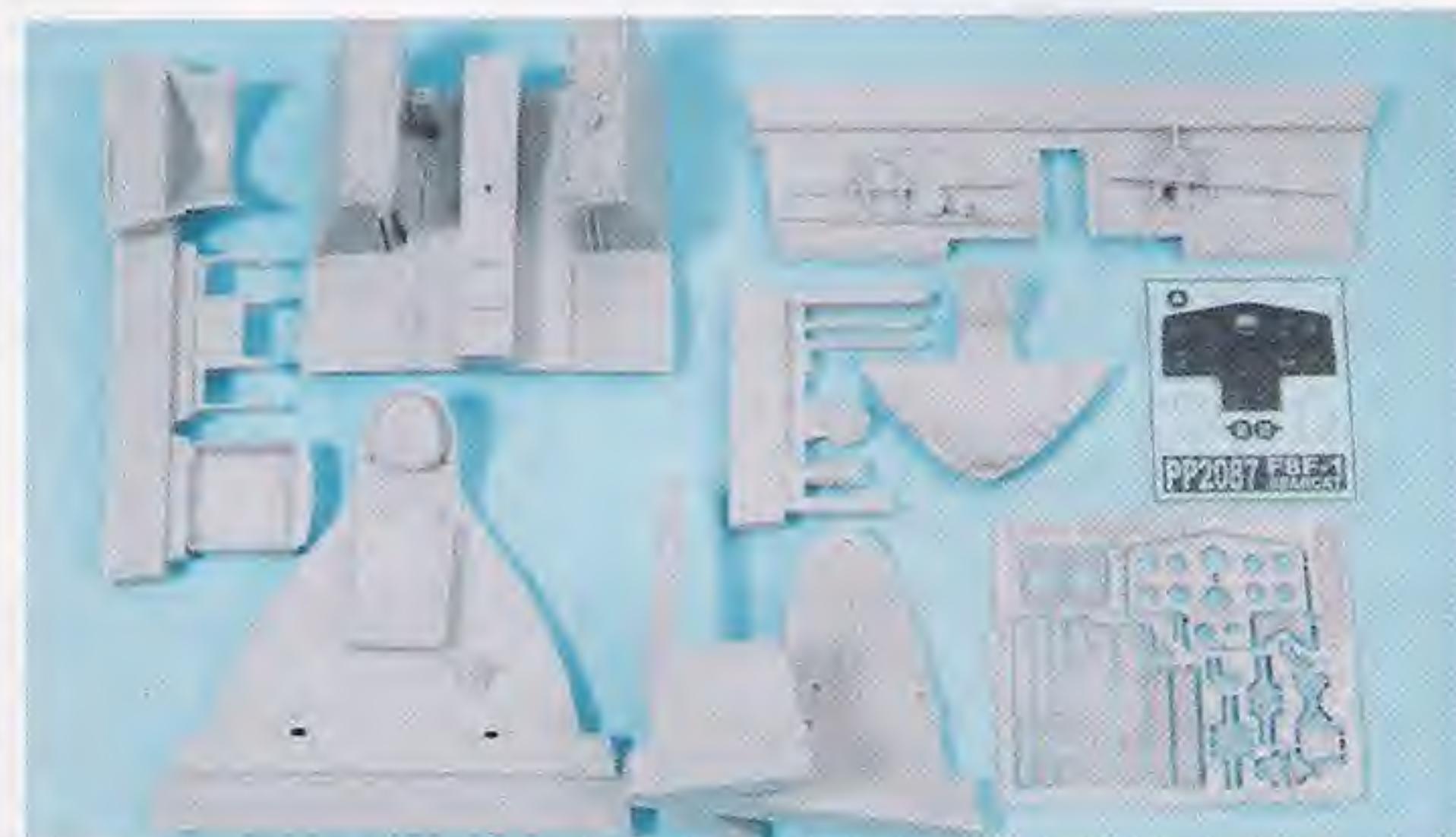
F8F-1 Bearcat wheel bay

Conclusion

With the credit crunch biting, one of the thriving areas in the hobby is accessories, as modellers seek to improve the kits on their 'to do' pile rather than buy new kits, and Aires are one of the leaders in the field. If you purchase that Draken set you will have weeks or months of modelling pleasure with a stunning kit at the end.

Aires products can be purchased from in the UK from LSA models and Hannants.

● SAMI



F8F-1 Bearcat cockpit set

E to C

FISHER MODEL AND PATTERN

Paul Fisher has been producing high quality resin kits for thirty years, starting with cars, before seeing the light and producing a range of aircraft. The Panther/Cougar family and Hawker Sea Furies set a new standard for fit and engineering, the only downside being that quality does not come cheap.

Now Fisher has started producing a range of conversions in addition to full aircraft kits and the first modifies Trumpeter's F-8E Crusader to the earlier C version.

1/32

F-8C Crusader Conversion

Designed for: Trumpeter

Price: \$42.95

The F-8C Crusader features a smaller nose profile than the later E variant so

the main part of this resin conversion is an amazing casting that completely replaces the nose section. At the same time it produces a full seamless intake - something that is almost impossible to reproduce with the kit parts. The lips of the intake on the Trumpeter kit are also quite thick while the replacement casting lips are very, very thin - just like the real thing. A new Martin Baker F5-A ejector seat is supplied to backdate the kit's cockpit, as is the early style joystick.

As well as the small nose the most obvious feature of the early F-8s was the lack of a hump above the wings. This was added on the E variant to contain electronics for the Bullpup missile. The conversion supplies a new low-profile centre section, which gives the model a far sleeker appearance than the later marks.

One area that has caused some comment on the Trumpeter kit is the

inaccurate profile of the forward canopy, and this conversion supplies an optically clear piece with the correct profile, which is a vast improvement.

Another area of concern is the kit undercarriage which causes the aircraft to adopt the wrong sit. Scale Aircraft Conversions have produced a white-metal undercarriage, which corrects this flaw as well as adding strength to the model, and this is also included as part of this conversion.

The instructions are very clear, using a mix of photographs and text to guide you through the assembly process. No decals are supplied but Zott have just released a set for two of the most attractive Crusaders that ever flew.

Conclusion

This is a typical Fisher product, featuring near flawless castings that match the kit parts perfectly. The inclusion of the



SAC white-metal legs, which retail separately for \$19, is a nice touch and the corrected canopy is very obvious improvement when compared to the kit's example. The finished model will look very sleek when compared to Trumpeter's F-8 built out of the box and having seen the Zott decals designed for this kit it will also be very colourful.

This set can be ordered online from the Fisher website at www.fishermodels.com

● SAMI

Gear Up

SCALE AIRCRAFT CONVERSIONS

If you have ever opened your box at a model show and removed your latest pride and joy only to find out that it no longer has any legs, then Scale Aircraft Conversions may have the answer for you. This manufacturer provides a range of white-metal undercarriage legs that combine the detail of resin with the strength of metal - even better, only a small amount of cleaning up is required with a jewellers' file to remove the pour stub before fitting to your model as a direct replacement for the kit parts.



1/48

A-4 Skyhawk Family Landing Gear

Product No: 48019

Designed for: Hasegawa

Price: \$14.95

A-6/ EA-6 Intruder Landing Gear

Product No: 48022

Designed for: Monogram

Price: \$18.95

F-104 Landing Gear

Product No: 48023

Designed for: Hasegawa

Price: \$14.95

1/72

MILIS72-010-01 Contemporary Israeli Air Force Tarmac

Price: US \$4.95

Dimensions: Length: 29.50 cm / 11.61 inch;

Width: 20.50 cm / 8.07 inch.

1/48

MILIS48-010-01 Contemporary Israeli Air Force Tarmac

Price: US \$6.75

Dimensions: Length: 44 cm / 17.32 inch;

Width: 31.50 cm / 12.40 inch.

Conclusion

A base can really make a difference to the presentation of your model, especially if you are entering competitions. I have tried on many occasions to make a simple tarmac display stand, but I have never produced

TF-104 Landing Gear

Product No: 48023

Designed for: Hasegawa

Price: \$14.95

1/32

Bf 110 Landing Gear

Product No: 32025

Designed for: Dragon

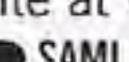
Price: \$16.95

Conclusion

I really like these legs, as not one of the models that I have fitted them to has suffered a premature amputation on the way to shows.



These samples were provided by Scale Aircraft Conversions and will be available to purchase in the UK from A2Zee models at www.a2zeemodels.com The manufacturers also have their own web site at www.scaleaircraftconversions.com



Base Lines

MILISCALE

A new company based in Israel has just sent us their first product. Produced in three sizes, Miliscale have issued a representation of an aircraft hardstanding as seen at a modern Israeli base, though of course it could be representative of any modern airfield. The three scales have the same image printed on high quality, thick card stock and arrived well packaged, sandwiched between thicker pieces of card to prevent damage in transit.

1/144

MILIS144-010-01 Contemporary Israeli Air Force Tarmac

Price: US \$3.60

Dimensions: Length: 14.90 cm / 5.87 inch;

Width: 10.25 cm / 4.04 inch.

1/72

MILIS72-010-01 Contemporary Israeli Air Force Tarmac

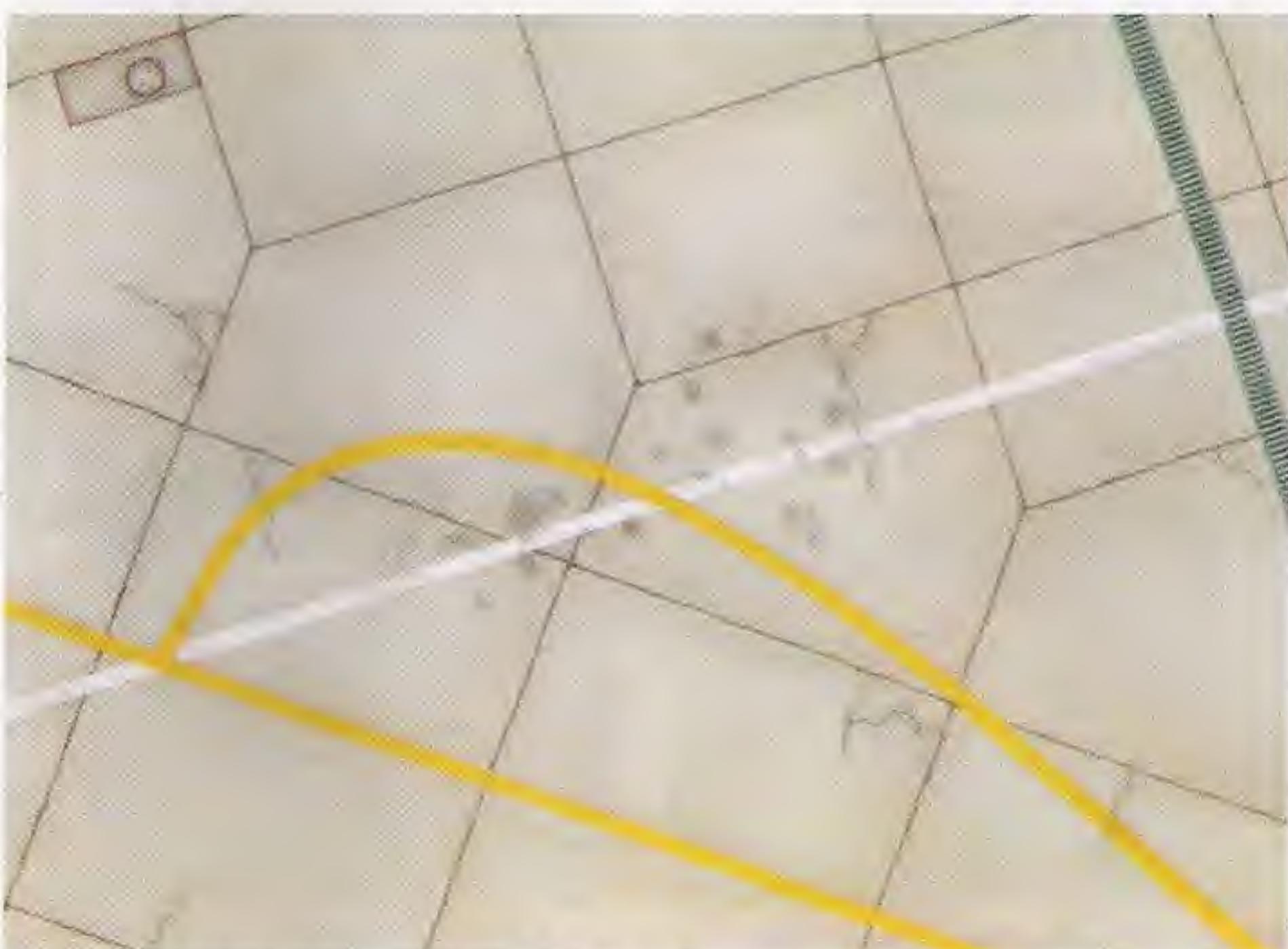
Price: US \$4.95

Dimensions: Length: 29.50 cm / 11.61 inch;

Width: 20.50 cm / 8.07 inch.

Conclusion

A base can really make a difference to the presentation of your model, especially if you are entering competitions. I have tried on many occasions to make a simple tarmac display stand, but I have never produced



MILIS144-010-01 Contemporary Israeli Air Force Tarmac

anything as good as these, and they look particularly impressive when attached with double-sided tape to the varnished wooden base I picked up for £1 at a local show.

Miliscale can be contacted by post at 90 Shderot Ben Gurion St, Tel Aviv 64515, Israel, or via Email at noypines@netvision.net.il Payment can be made via PayPal.

Block Stock

VOYAGER MODELS

Voyager models from China are well known by armour modellers but their aircraft range is not as well known. Voyager's cockpit set for the Tamiya F-16 Block 50 is typical of the range comprising detailed resin castings which combine with some very nice etched brass to produce an amazing cockpit that is a model in its own right.

1/48

F-16CJ Block 50 Cockpit Detail Set

Designed for: Tamiya

Price: \$35.99 US

Conclusion

These sets are as well detailed as anything produced in Europe and unfortunately, like most of their fellow producers, provide absolutely no colour notes. I know that anyone using these

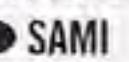


sets would probably be experienced and have access to reference material but it would have been nice if the information was supplied on the instructions.

I do not know of a UK stockist of this

range but it can be ordered from Lucky Models, who provided this sample, and offer free shipping to the UK.

www.luckymodel.com



Bomb Party

J RUTMAN

New from J Rutman is a whole selection of Luftwaffe bombs in a wide range of sizes and types, suitable for many 1/32 kits from the single seat Bf 109 and Fw 190 to the recent twin-engine Bf 110 and, of course, Revell's Ju 88 if you have fitted the Rutman bomb racks. The instructions are typical for this manufacturer, being hand drawn, but they do supply all the information you need, especially colour advice.

Also received are a number of improvements for the Dragon P-51, including alternative propellers and some very nice weighted wheels.

1/32

SC250 General Purpose Bomb

Designed for: Various

Price: US \$3



SC250 General Purpose Bomb



BT400 torpedo Bomb



SC500 General Purpose Bomb

BT400 torpedo Bomb

Designed for: Various

Price: US \$3

AB250 Cluster Bomb

Designed for: Various

Price: US \$3

AB500 Cluster Bomb

Designed for: Various

Price: US \$3

P-51B/C/D Treaded Wheels Set

Designed for: Dragon

Price: US \$8

SC1000 General Purpose Bomb

Designed for: Various

Price: US \$8



P-51B/C/D Treaded Wheels Set



SC1000 General Purpose Bomb



P-51D Clam Shell Doors



P-51B/C/D Landing Gear (Metal Cored)

P-51D Clam Shell Doors

Designed for: Dragon

Price: TBC

P-51B/C/D Landing Gear (Metal Cored)

Designed for: Dragon

Price: US \$20

P-51B/C/D Hamilton Standard Propeller (Cuffed) and Spinner

Designed for: Dragon

Price: US \$6



AB250 Cluster Bomb



AB500 Cluster Bomb



P-51B/C/D Hamilton Standard Propeller (Cuffed) and Spinner

P-51D Aeropropellers Propeller and Spinner

Designed for: Dragon

Price: US \$6

Conclusion

These products are produced by an enthusiast for enthusiasts, so though they lack the polished instructions and presentation you may get from some large companies they make up for it with the quality of the resin and the choice of subject matter.

If you are interested in the items covered here, or have any interest in 1/32 modelling in general, visit www.jrutman.com you may just find something of interest.

● SAMI



AB500 Cluster Bomb



P-51D Aeropropellers Propeller and Spinner

The Road Forward

GREAT NORTH ROADS

After you have built your latest model, how do you display it?

In the past I have been happy to place them on small wooden bases, but then I discovered Great North Roads and I have never looked back. This manufacturer produces a wide selection of diorama bases and buildings in dental plaster, and the range features everything from rows of shops, railway bridges and city streets to sections of a Horsa Glider. Preparation is simple. First unwrap the base from its bubble-wrap packets and leave it to breath for a couple of hours before applying paint.

I have been trying to get a copy of this particular base since I first saw it on

display in 2008, but it normally sells out quickly at shows and we have never obtained a sample until now.

PSP Landing Strip

370mmx388mm

Product Number GN083

Price: £20.00

This large base is suitable for many 1/32 and 1/35 scale models. The masters were produced by one of the UK's top modellers, John Wilkes, and it supplies a large section of PSP planking with a small area of tarmac to one side. Painting this one will be the key to obtaining a useful finished product. PSP starts off as a metallic black colour but rapidly corrodes to various shades of browns. The groundwork can be any

colour you like as PSP came into use during the Second World War and could still be seen in Vietnam.

This base has so many uses - softskin, armour, aircraft, helicopters - and all can be displayed on it, so if you want a base suitable for many subjects this is the one.

Conclusion

For photographic purposes I have applied grey primer so it is easier to see the moulded detail, though there really is no need to do this. GNR display this model with a 1/32 Grumman Avenger, so anything smaller than that will be easily accommodated.

GNR display at a number of major model shows, including the MAFVA Nationals, and of course Scale



ModelWorld at Telford in November. Alternatively you can visit their website to order the items reviewed and see the full range. This site also includes a tutorial on how to get the best from their kits, but be warned they are addictive and once you have finished one you will want another!

www.greatnorthroads.co.uk

● SAMI

Cement Mixers

MR HOBBY

Just received from Model Design Construction are two products that they are importing from the Japanese manufacturer Mr Hobby.

MC127 Mr Hobby Mr Cement Deluxe

Price: £TBC

Many modellers have been hunting for a mythical product called Tamiya Thin Cement. I managed to obtain a few bottles from an American friend a few years ago and have used it nearly exclusively on my models.



But - and it is a big but - technically it is illegal to retail this product in the EU due to concerns with one of its ingredients and the Japanese labelling.

Now MDC are importing a similar product called Mr Cement Deluxe that behaves in an identical fashion to the Tamiya, version being very free flowing, and creates a rock solid bond once cured. The only downside is that the supplied brush is a bit thick to apply the cement and I would suggest using an old

paintbrush instead. One bottle is normally enough to build five 1/32 models.

Mr Masking Sol R

Price: £4.95

Though there are many masking solutions on the market this is easily the best I have ever used. Like most, you apply the turquoise solution to your model and it dries, but what sets this apart from the rest is that you can easily cut the dried mask to shape with



a new/sharp scalpel blade to produce a perfect mask.

Conclusion

MDC are importing a large range of Japanese products including the full Mr Color range of paints as well as setting solutions and the items described above.

This year MDC are displaying at more shows than ever, including RAF Hendon, Gloucester, Warwick, and of course their stand at Telford is a place most modellers have listed as an early port of call to see what's new. You can also visit them online at www.modedesignconstruction.com

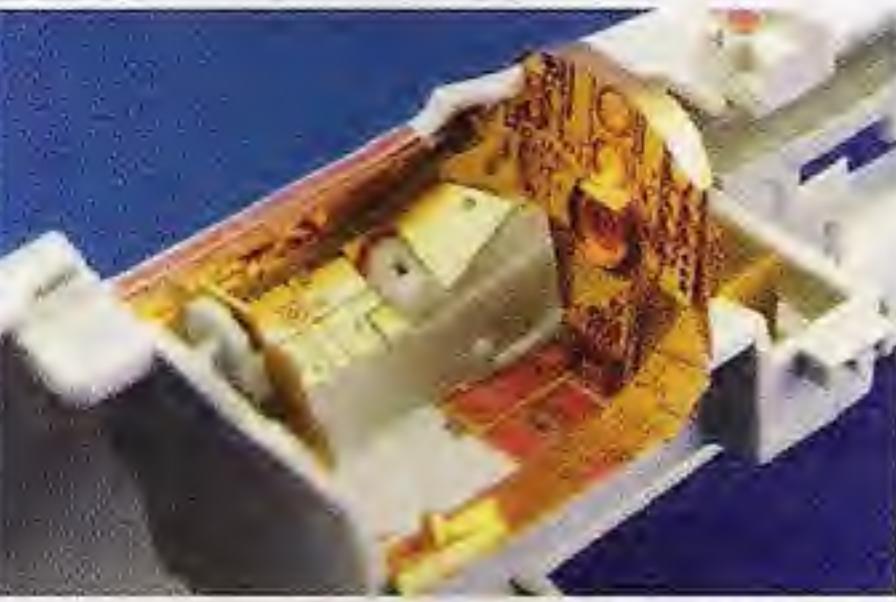


Use Your Ed

EDUARD

A big batch of releases in from Eduard this month, bringing up to date some of the high profile releases of recent months – and if you have been sitting on a Revell Ju 88A, then your patience will be rewarded, as no less than three sets have arrived, all full of colour, to make an absolute showpiece of that big, and highly visible, cockpit.

Plenty for everyone all across the board, though, and we are particularly pleased to see those Hips catered for.



Mi-8 Hip Interior

Item No: 73325 (Pre-painted, Self-adhesive)

Price: £15.99

Designed for: HobbyBoss kit

Bf 110C Interior (Zoom)

Item No: 33018 (Pre-painted, Self-adhesive)

Price: £12.80

Designed for: Dragon kit

Ju 88A Seatbelts

Item No: 32632 (Pre-painted) Price:

Designed for: Revell kit

B-25J Solid Nose Interior

Item No: 73327 (Pre-painted, Self-adhesive)

Price: £2.50

Designed for: Hasegawa kit

P-51D Interior (Zoom)

Item No: 33021 (Pre-painted, Self-adhesive)

Price: £12.80

Designed for: Dragon kit

Ju 88A Interior

Item No: 32633 (Pre-painted, Self-adhesive)

Price:

Designed for: Revell kit

1/72

TA-7 Paint Masks

Item No: CX231 Price: £6.40

Designed for: HobbyBoss kit

1/48

UH-1B Paint Masks

Item No: CX 232 Price: £4.99

Designed for: HobbyBoss kit

TSR.2 Paint Masks

Item No: EX267 Price: £6.99

Designed for: Airfix kit

F-105D Interior (Zoom)

Item No: FE429 (Pre-painted, Self-adhesive)

Price: £8.30

Designed for: HobbyBoss kit

Fokker Dr.I Weekend Edition

Item No: FE433 Price: £10.99

Designed for: Eduard kit

F-105D Ladder

Item No: 48611 Price: £8.30

Designed for: HobbyBoss kit

F-105D Interior

Item No: 49429 (Pre-painted, Self-adhesive)

Price: £22.50

Designed for: HobbyBoss kit

1/32

Mi-8 Hip Exterior

Item No: 72491 Price: £14.75

Designed for: HobbyBoss kit

F-8E Paint Masks

Item No: JX088 Price: £6.99

Designed for: Trumpeter kit

B-25J Solid Nose Exterior

Item No: 72494 Price: £9.60

Designed for: Hasegawa kit

F-8E Exterior

Item No: 32220 Price: £19.25

Designed for: Trumpeter kit

P-40K Landing Flaps

Item No: 32222 Price: £22.50

Designed for: Hasegawa kit

F8F Interior

Item No: 32630 (Pre-painted, Self-adhesive)

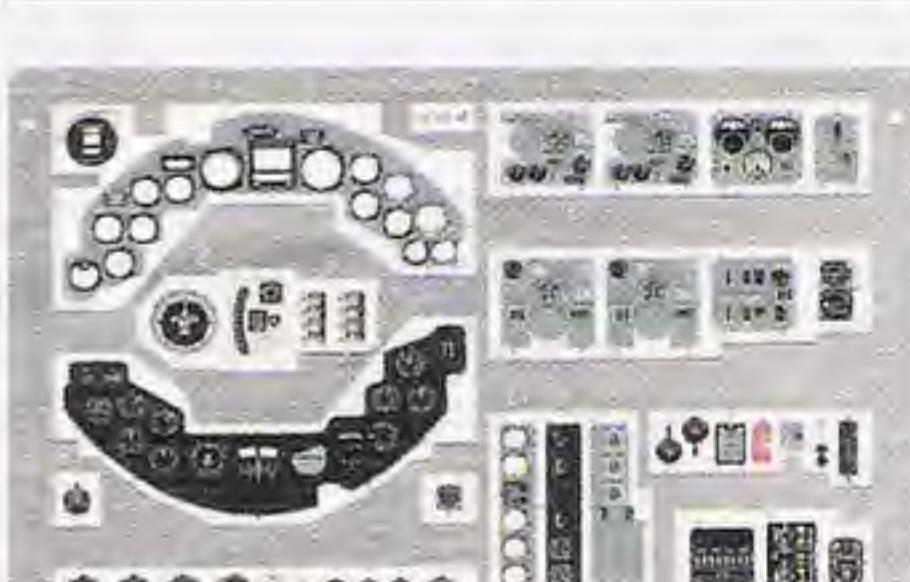
Price: £21.20

Designed for: Trumpeter kit

P-40K Interior

Item No: 32631 (Pre-painted, Self-adhesive)

Designed for: Hasegawa kit



Props Up

SBS MODELS

Two more resin sets that supply accurate profiled propellers and spinners have been released by SBS models of Hungary. No instructions are supplied but construction is very simple with only minimal clean-up required before use.

1/48

MiG-3 Spinner and Propellers
Part No: 48004



MiG-3 Spinner and Propellers

Designed for Trumpeter

Price: 6 Euros

1/72

He 111 VS-11 Propellers and Spinner

Part No: 72003

Designed for Hasegawa

Price: 6 Euros

Conclusion

If you are interested in this range you can view it online at the website www.sbsmodel.com where you can also find contact and ordering details. Alternatively they can be contacted via



He 111 VS-11 Propellers and Spinner

surface mail at 1155 Budapest, Toth Istvan utca 60, Hungary.

● SAMI

Rotary Details

WERNER WINGS

Floyd Werner has released his third batch of items for US Army Helicopters. Most of this month's releases are designed for the Monogram 1/48 AH-1F Cobra, though the larger scales are not forgotten with a set to provide a mini gun system for the Dragon OH-6.

All of the sets include very explicit instructions while the resin castings are quite simply flawless.

1/48

AH-1F Cobra Update

Part No:48-02

Designed for: Monogram/Revell

Price: US\$7

This set provides parts to bring the Monogram kit up to the fit standard that was used by the US army during the first Gulf War, including a selection of aerials for the fuselage and an extended exhaust pipe that helped protect the chopper against ground-launched missiles. Also included is a chaff dispenser pod, and unlike the rest of the parts this is produced by Cobra Company, cast in grey resin, but is of equal quality to the rest of the set.



AH-1F Cobra Update



M-260 Seven Shot Rocket Pod

Part No:48-03

Designed for: Various

Price: US\$10

These pods can be used on many US Army helicopters from the late 60s, but their main application will be on the Monogram Cobra.

M-65 TOW Rack and Missiles

Part No:48-04

Designed for: Various

Price: US\$15

This set provides for rails, which enables you to duplicate the most common configuration for the Cobra with two on each side. I like the fact that on the instructions it mentions that this set is also suitable for a 1/48 Lynx, a type that has to date been overlooked in injection moulded form.



M-65 TOW Rack and Missiles

1/35

OH-6 XM-27E1 Mini gun System

Part No:35-03

Designed for: Dragon/Italeri

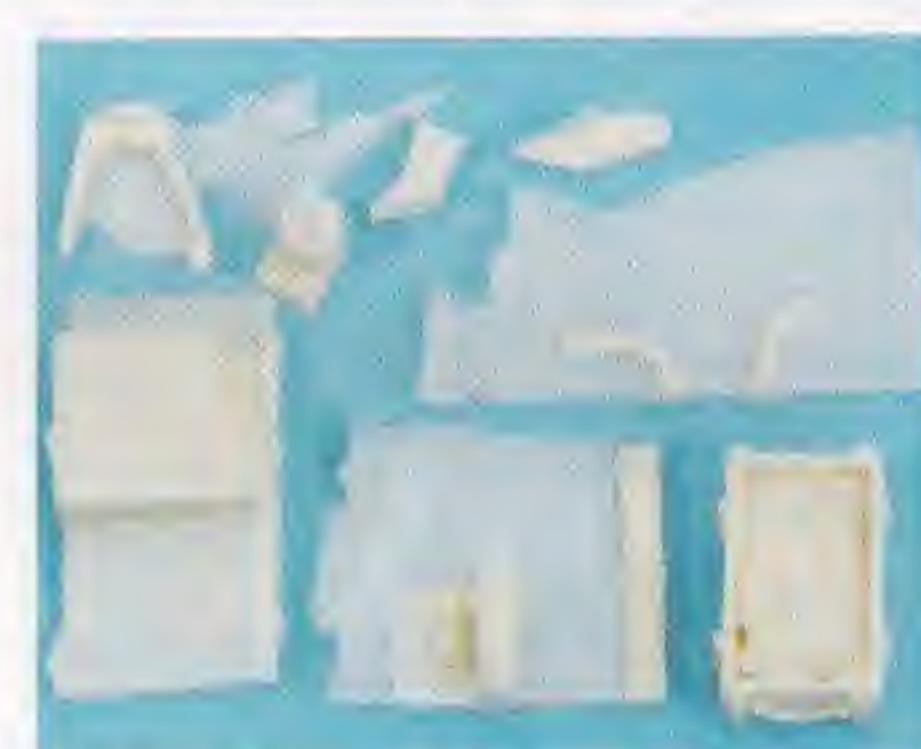
Price: US\$17

Though a mini gun is supplied in the kit these resin parts are far superior and show the weapon with the cover removed, which is a common configuration. It can also be used to upgrade the kit parts.

This set will feature in a full build of the OH-6 by Floyd in a future issue.

Conclusion

Anyone interested in these sets should contact Floyd Werner direct by email at fwernerjr@comcast.net and he will



OH-6 XM-27E1 Mini gun System

advise you of costs and postage costs, payment can be made via PayPal.

www.wernerswings.com

● SAMI

Tail Peace

ODDS AND ORDNANCE

The latest pair of releases from Odds and Ordnance includes another set for the TSR.2 in 1/72, this time a pair of AS.30 missiles and their associated pylons, which will make for a very aggressive looking aircraft. The second set corrects the fundamental errors in the rear fuselage of Trumpeter's EE Lightning. This simple two-part casting provides a new rear fuselage, and all you need to do is remove the kit's rear fuselage along a panel line and add the new resin part. The second piece supplies the exhaust section and has some very nice detail that will benefit from an oil wash to lift it out.

1/72

OAO 72007 BAC TSR.2 AS.30 Missiles and

Pylons

Designed for: Airfix

Price: £4.50

OAO 72013 BAC Lightning Correction

Designed for: Trumpeter

Price: £5.50

Conclusion

These sets maintain the high standards of this manufacturer's previous releases and can be highly recommended. Hopefully they will consider scaling up the TSR.2 sets for the 1/48 kit.



OAO 72007 BAC TSR.2 AS.30 Missiles and Pylons



OAO 72013 BAC Lightning Correction

For ordering information on this range you can contact Odds and Ordnance via Email at oddsandordnance@yahoo.co.uk or by mail at Tigh Carbman, 18 Harrapool, Broadford, Isle of Skye, IV49 9AH.

● SAMI

The Aviation Hobby Shop

Dept SAMI 06/09, 4 Horton Parade, Horton Road,
West Drayton, Middlesex UB7 8EA
Tel: (01895) 442123 Fax: (01895) 421412

ACCURATE MINIATURES 1/72 SCALE

ACM1020 Air Combat Legends - P51B Mustang & P-40N Warhawk £14.99

ACM1021 Air Combat Legends - US Navy FB-4 US Army Fighter P-6E £14.99

AVIS 1/72 SCALE

AVIS72004 Henschel He 123 A-1 £14.99

AVIS72005 Kawasaki Ki-101 Japanese Fighter WWII £14.99

AVIS72006 Henschel Hs 123 B-1 £14.99

AVIS72007 Messerschmitt Bf 109A £14.99

AZ MODELS 1/48 SCALE

AZM48001 Avia B-35, 2, 1939 Czech/Luftwaffe £22.99

AZM48002 Ilyushin IL-2 M3 £24.99

AZM48003 Ilyushin IL-2 £24.99

AZM48004 RAF Mustang £24.99

AZM48005 SBD-5 Dauntless £24.99

AZM48006 Grumman F3F-2 £22.99

AZM48007 Morane-Saulnier MS-406 (French) £25.50

AZM48008 Morane-Saulnier MS-406 (Finland) £25.50

AZM48009 Morane-Saulnier MS 406 (Italy) £25.50

AZM48010 B-25 Mitchell 'Doolittle Raider' £25.50

AZM48011 B-25D Mitchell 'Dirty Dora' £25.50

AZM48012 B-25G Mitchell £25.50

AZM48013 F-6B Tac Recon Mustang £22.99

AZM48014 F-6A Mustang 'Sniper' £22.99

AZM48015 B-25C 'Rednuth' £24.99

AZM48016 TBM-1C Avenger 'George Bush' £24.99

AZM48017 TBM-1D Avenger £24.99

AZM48018 F4U-4M Demon 'VF-24' £24.99

AZM48019 Vought SB2U-1 Dive Bomber £25.50

AZM48020 Vought SB2U-1B Avenger £25.50

AZM48021 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48022 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48023 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48024 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48025 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48026 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48027 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48028 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48029 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48030 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48031 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48032 Vought SB2U-1B Avenger 'Indicator' £25.50

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AZM48083 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48084 Vought SB2U-1B Avenger 'Indicator' £25.50

AZM48085 Vought SB2U-1B Avenger 'Indicator' £25.50

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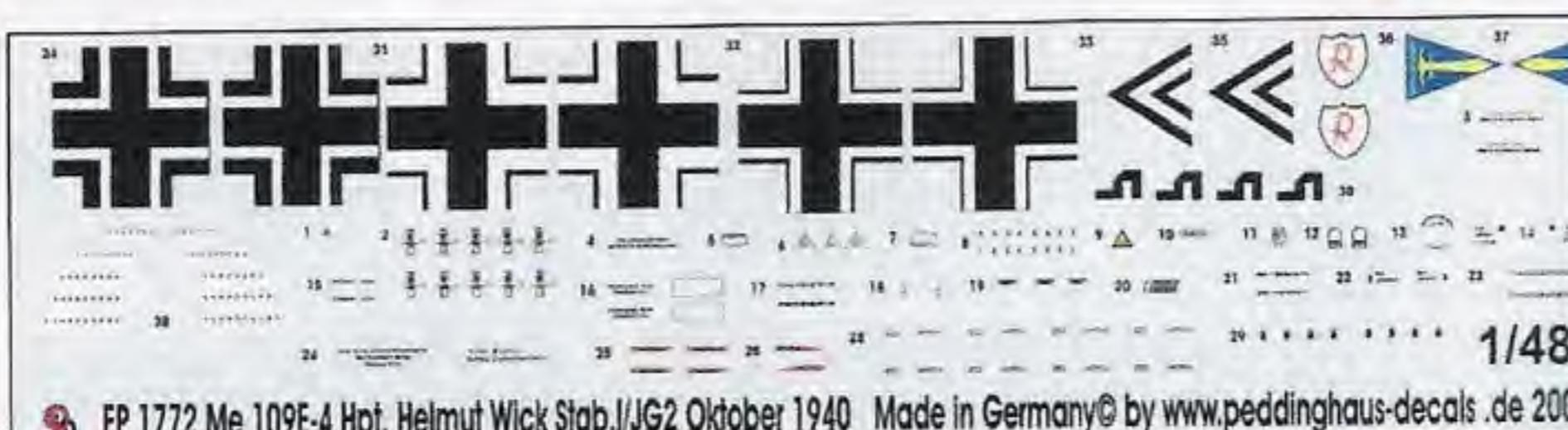
Decals

Is Wick There?

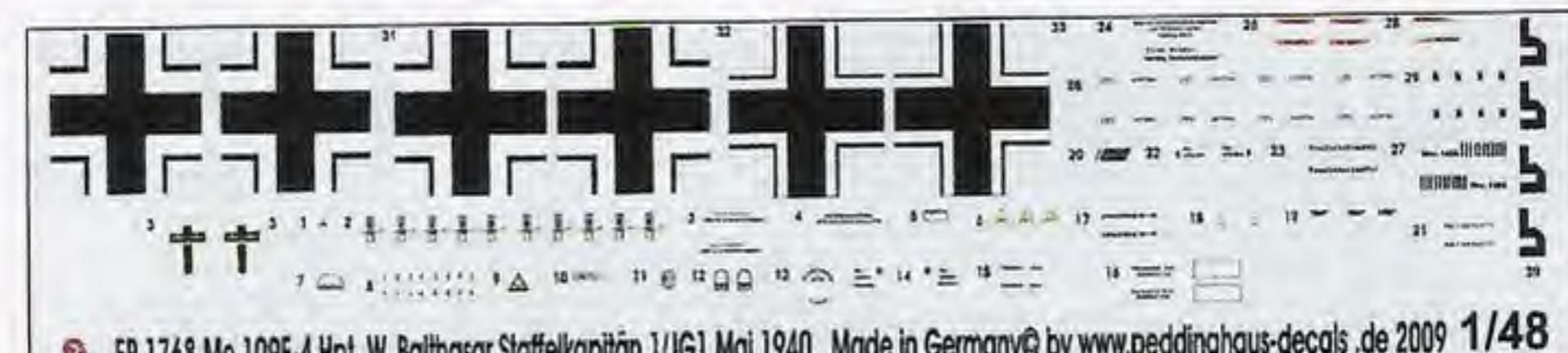
PEDDINGHAUS

Two new sheets offering a single aircraft each have been received from

Peddinghaus. The decals are nicely printed, but the all-over carrier film will need careful trimming. Full stencilling and national markings are provided.



EP1772: Bf 109E-4 Hpt. Helmut Wick, Stab.1/JG2 October 1940



EP1768: Bf 109E-4 Hpt. W. Balthasar, Staffelkapitän.1/JG1 May 1940

1/48

EP1768: Bf 109E-4 Hpt. W. Balthasar, Staffelkapitän.1/JG1 May 1940

EP1772: Bf 109E-4 Hpt. Helmut Wick, Stab.1/JG2 October 1940

Two familiar Battle of Britain schemes revisited. These are also available in 1/72 and 1/32, so will be a nice treat for the next issue of the Eduard kit. Check out the range at www.peddinghaus-decals.de

Sabre Geschwaders

AIRDOC DECALS

To complement the recent books on the Sabre and Thunderstreak, AirDoc have also released a selection of marking options, which clearly demonstrate how attractive the Luftwaffe markings were in the 1960s. The decals are well printed and supply very complete stencilling for one airframe, while the instructions use side profiles to illustrate all of the options, with plan views to show the upper and lower colour schemes.

1/48

ADM 48008 F-84F Thunderstreak WaSLw 30, JaboG 31 B, 32, 33, 34, 35 and 36

- 1. F-84F-66-RE, BA-107/53-6775, WaSLw 30, Furstenfeldbruck 1958
- 2. F-84F-81-RE, DA-124/53-7099, 1./JaboG 31 Boelcke, Norvenich 1960
- 3. F-84F-81-RE, DA-242/53-7119, 2./JaboG 31 B, Norvenich 1960
- 4. F-84F-76-RE, DA-378/53-6998, Stab/JaboG 31 B, Decimomannu 1963
- 5. F-84F-81-RE, DB-102/53-7138, 1./JaboG 32, TGWM St. Dizier 1962
- 6. F-84F-81-RE, DA-108/53-7213, 1./JaboG 32, Decimomannu 1960
- 7. F-84F-81-RE, DB-113/53-7172, 1./JaboG 32, Lechfeld 1961
- 8. F-84F-76-RE, DB-232/53-7033, 2./JaboG 32, Ramstein 1960
- 9. F-84F-81-RE, DB-240/53-7142, 2./JaboG 32, Lechfeld 1964
- 10. F-84F-66-RE, DA-373/53-6779, Stab/JaboG 32, Decimomannu 1963
- 11. F-84F-81-RE, DC-246/53-7103, 2./JaboG 33, Buchel 1962
- 12. F-84F-76-RE, DB-232/53-7022, 1./JaboG 33, Buchel 1961
- 13. F-84F-45-RE, DD-118/52-6659, Stab/JaboG 34, Memmingen 1963



ADM 48008 F-84F Thunderstreak WaSLw 30, JaboG 31 B, 32, 33, 34, 35 and 36

- 14. F-84F-76-RE, DD-247/53-7025, 2./JaboG 34, Memmingen 1963
- 15. F-84F-45-RE, DD-301/52-6796, 1./JaboG 33, Memmingen 1965
- 16. F-84F-40-RE, DE250/52-6534, 1./JaboG 35, Husum 1962
- 17. F-84F-45-RE, DF-110/52-6741, 1./JaboG 36, Rheine-Hopsten 1962
- 18. F-84F-81-RE, DF-324/53-7127, 3./JaboG 36, Rheine-Hopsten 1963
- 19. F-84F-45-RE, DC-305/52-6796, 3./JaboG 33, Buchel 1965

ADM 48019 Luftwaffe CL-13 Canadair Sabre Mk 5/6 Jagdgeschwader 71 R, 72, 73 WaSLw 10 and Erprobungsstelle 61

- 1. Canadair Sabre Mk 6, JA-104, 1./JG 71 Richthofen, Alhorn 1962
- 2. Canadair Sabre Mk 6, JA-334, 2./JG 71 Richthofen, Alhorn 1964
- 3. Canadair Sabre Mk 6, JB-116, 1. Staffel JG 72 Vikings, Leck 1963
- 4. Canadair Sabre Mk 6, JB-250, 2. Staffel JG 72 Foxes, Leck 1962
- 5. Canadair Sabre Mk 6, JB-363, 2. Staffel JG 72 Foxes, Nato Tiger Meet



ADM 48019 Luftwaffe CL-13 Canadair Sabre Mk 5/6 Jagdgeschwader 71 R, 72, 73 WaSLw 10 and Erprobungsstelle 61

RAF Woodbridge 1962

- 6. Canadair Sabre Mk 6, JB-366, 3. Staffel JaboG 43, Oldenburg 1965

- 7. Canadair Sabre Mk 6, JC-263, 2. Staffel JG 73, Pferdsfeld 1962
- 8. Canadair Sabre Mk 6, JD-104, 3. Staffel WaSLw 10, Oldenburg 1961
- 9. Canadair Sabre Mk 6, YA-047, Erprobungsstelle 61, Manching 1967
- 10. Canadair Sabre Mk 5, BB-133, 1./WaSLw 10, Saragossa 1959
- 11. Canadair Sabre Mk 5, BB-237, 2./WaSLw 10, Oldenburg 1961

Conclusion

I am quite often inspired to build a subject after reading a book and seeing an illustration that catches my eye. In AirDoc's case you get these sheets, which have everything I look for in a decal - colourful schemes, informative instructions and perfect printing.

AirDoc products are available from Hannants in the UK.



Ton Up Trainers

ALLET CAT



A very tasteful release offering either one of the two 2009 Royal Navy display aircraft, XX159 and XX130. A welcome addition to the range available for the Italeri Hawk. Stencilling is provided, and the full colour instructions are very well presented.

- 1/72 ACD-72006 100 Years of Naval Aviation Royal Navy 2009 Display Hawks
- 1/48 ACD-48007 100 Years of Naval Aviation Royal Navy 2009 Display Hawks

This sheet is available in both 1/72 and 1/48, and can be ordered directly from A2Zee at www.a2zeemodels.co.uk

Navy Blues

STARFIGHTER

More 1/72 sheets from Starfighter this month for two of Grumman's classic Cats, the Wildcat and Bearcat. Like all Starfighter decals these sheets are printed using an ALPS system so the decals are more delicate than you may be used to and are also covered by a one-piece carrier film.

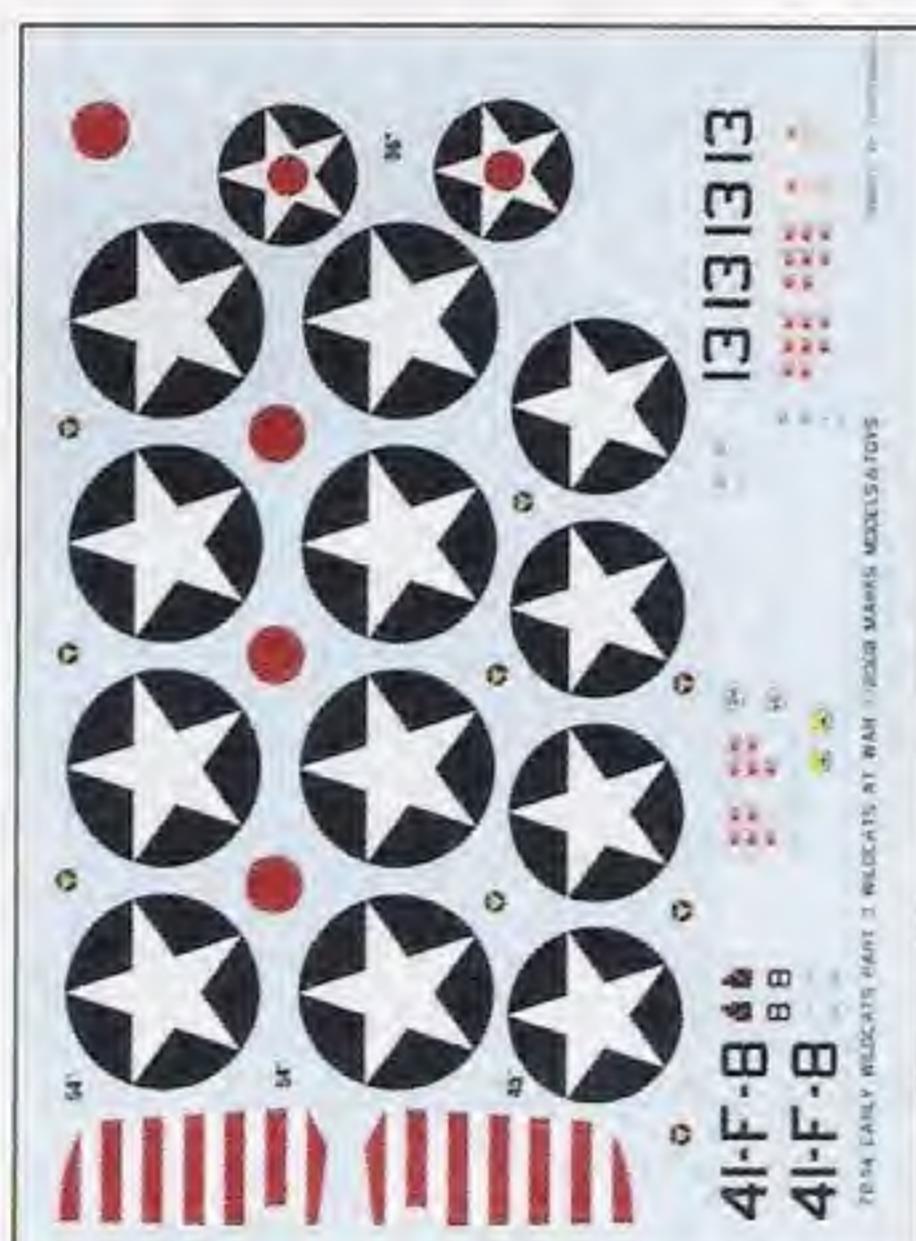
1/72

72-114 Early Wildcats Pt.3

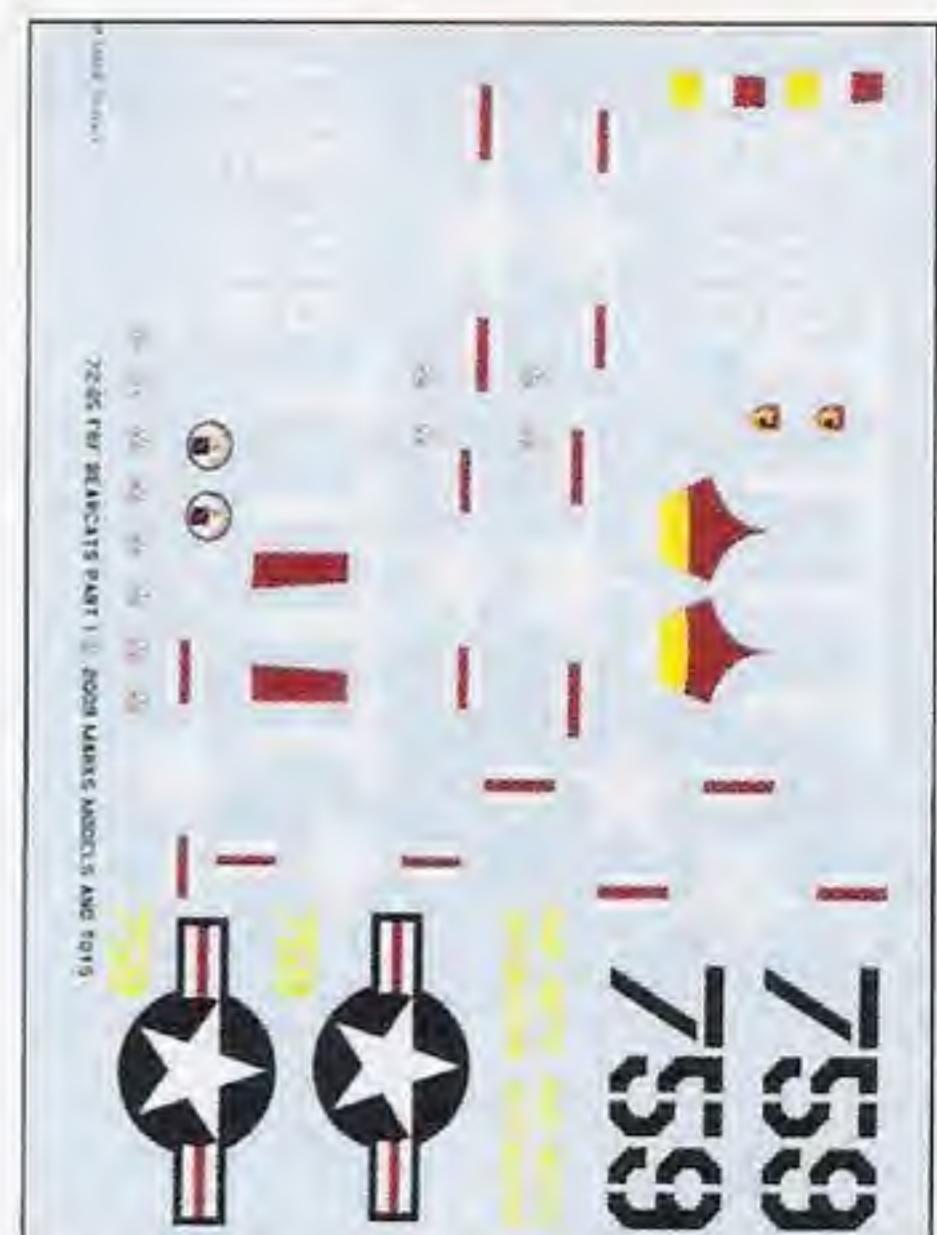
All four options are finished in the two-greys camouflage that banished the colourful pre-war scheme to history.

- 1. F4F-4 Wildcat BuNo4084, VF-41, USS Ranger 1942. This option has a red and white striped rudder plus red meatballs in the center of the US stars
- 2. F4F-4 Wildcat BuNo5093, VF-3 USS Yorktown, June 1942, Lt Cdr Thatch

- 3. F4F-4 Wildcat, VF-11, Guadalcanal, June 1943
- 4. F4F-4 Wildcat BuNo5193, VF-6, USS Enterprise, August 1942



72-114 Early Wildcats Pt.3



72-115 F8F-1 Bearcat Pt.1

72-115 F8F-1 Bearcat Pt.1

Three schemes for the Bearcat and all, of course, are in overall sea blue. Option one has an attractive red, white and yellow trim while option three has wings predominantly finished in chrome yellow.

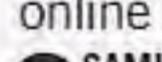
- 1. F8F-1 Bearcat, BuNo 95131, CAG-1 1948
- 2. F8F-1 Bearcat, BuNo 95106 VF-11 1949
- 3. F8F-1 Bearcat, BuNo 94759, NOTS, 1950

Conclusion

The Bearcat is one of my favourite types, it just looks so compact and aggressive, and I thought I knew most schemes seen on the type, but two of the options covered here are new to me. Though the Wildcat is not as colourful, two of the options carry extensive kill markings, and everyone interested in modelling USN history has to have an example of the Wildcat

flown by Lt Cdr Thatch.

The full Starfighter range can be seen online at www.starfighter-decals.com



Tiger Lines

BARRACUDACALS

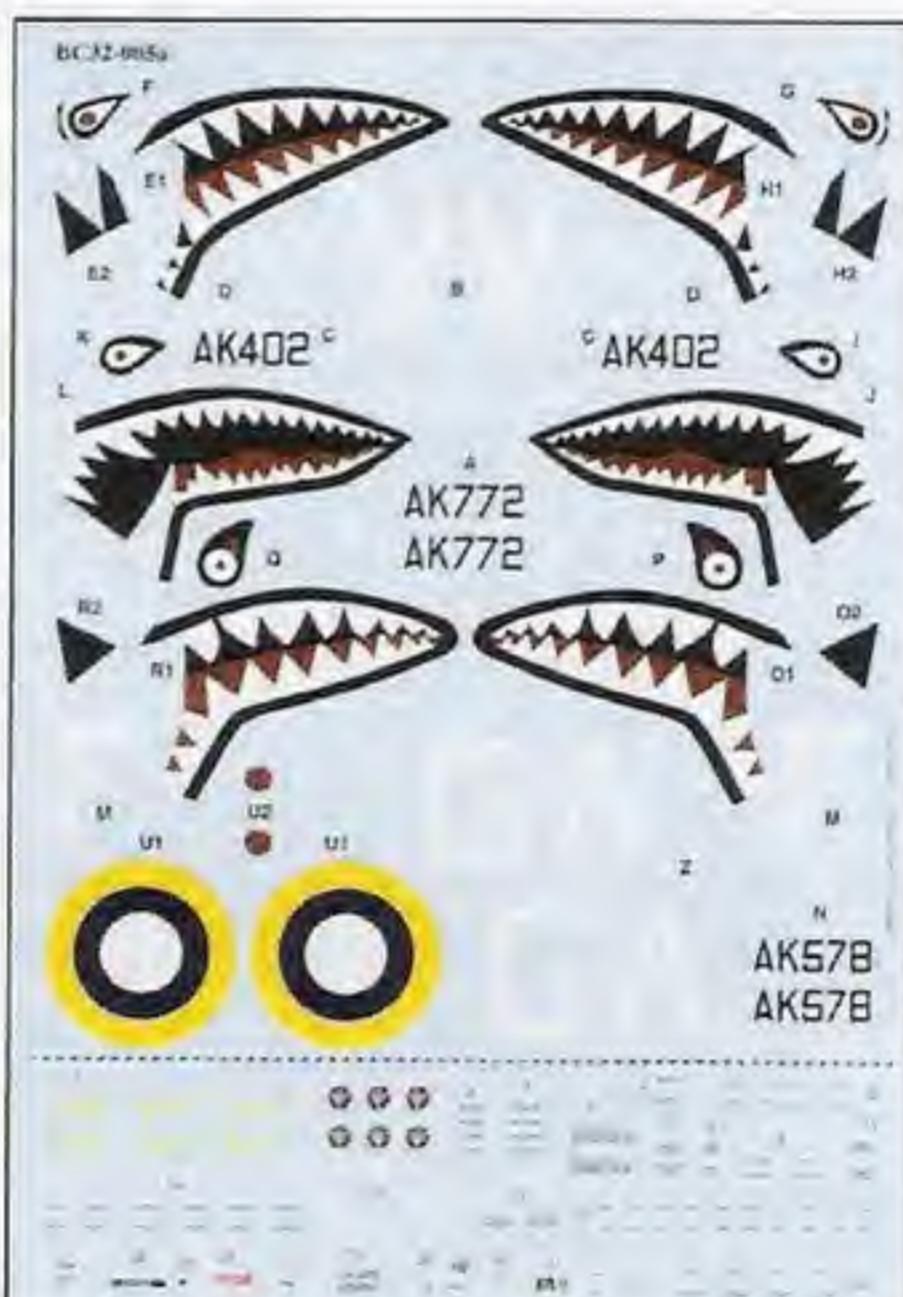
The Hasegawa P-40 appears to have inspired a number of new decal sheets, and now Roy Sutherland's BarracudaCals has brought out two sheets that supply the classic Tiger Moth schemes from RAF 112 Squadron that inspired so many other squadrons including the flying tigers. A flying tiger scheme features on the second sheet, which also includes a scheme with a large tiger head on the nose.

As we have come to expect the instructions are in full colour and supply everything you need to know about the various schemes, while the decals themselves are printed in Italy by Cartograf.

1/32

BC32006 P-40E Warhawks Part 1

- 1. Curtiss P-40E Warhawk Yellow 49,



BC32006 P-40E Warhawks Part 1

- 343rd Fighter Group. Pilot unknown. Based in the Aleutian Chain, Alaska, Spring, 1943
- 2. Curtiss P-40E Warhawk Tarheel White 85, 9th FS/49th FG. Flown by 2nd Lieutenant George Preddy. Based at Darwin, Australia. February 1942
- 3. Curtiss P-40E Warhawk. CO of 23rd Fighter Group. Flown by Colonel Robert L. Scott, Kunming, China, early October 1942

BC32005 P-40's of 112 Squadron RAF Part 1

- 1. Tomahawk Mk IIb, AK402 GA-F (US designation P-40C) 112 Squadron RAF. Flown by Pilot Officer Neville Duke at Fort Maddalena, Libya, November 1941
- 2. Kittyhawk Mk I, AK578 GA-V (US Designation P-40E) 112 Squadron RAF. Flown by Flying Officer Neville Duke at Gambut, Libya, February, 1942



BC32006 P-40E Warhawks Part 1

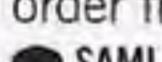
- 3. Kittyhawk Mk I, AK772 BGA-Y London Pride (US Designation P-40E) 112 Squadron RAF. Flown by P.O. Burney and Squadron Leader Clive Caldwell at Gambut, Libya, Spring, 1942.

Conclusion

If you like the P-40 these are must-have sheets and though I will say that it is not one of my favourite types I would have been tempted by the RAF scheme if our

Group Editor had not already put his name on the sheets for an article in Model Aircraft Monthly.

The BarracudaCals range can be viewed on the website at www.barracudacals.com and the first batch of releases is now available to order from Hannants.



Huey Green?

DRAW DECALS

Just received from DRAW is another of their sheets covering a military subject in a civilian scheme, this time another attractive HU-1H Huey operated by New Zealand company Helipro finished in an overall red scheme with black and white striped rotors.

1/32

DD Set 32s-Huey-2 Helipro UH-1H Huey

Markings are supplied for ZK-HYG



DD Set 32s-Huey-2 Helipro UH-1H Huey

Conclusion

Very attractive, which is not something you can normally say about a Huey, but finished in this scheme it would certainly make a fine centrepiece to your helicopter collection.

This range is rapidly expanding and has now progressed far beyond covering just small-scale airliners. Visit them at www.drawdecal.com to see the full range.



White Eagle

MODEL ALLIANCE

The latest release from Model Alliance is a set designed for the Airfix TSR.2. Real options are, of course, limited to the prototypes but that has not stopped the decal manufacturers. This sheet supplies marking for the various variants and time-lines outlined in our sister publication Model Aircraft Monthly between April and August 2006. Unfortunately we have no back issues, but the original articles are going to be updated with more information plus the normal plans and walkaround photographs of the surviving airframes in the forthcoming TSR.2 Datafile to be released later this year.

In the meantime the instructions supply all the information you need to build a TSR.2 in service with the RAF between 1969 and 1975, and Model Alliance will also be releasing resin update sets to supply the weapons, fuel tanks and reconnaissance pods. A nice touch is that one page supplies six thumbnail photographs of the prototypes on display at Cosford and Duxford. The decals are beautifully printed on four sheets and contain complete stencils for one example.

1/72

MA-72172 TSR.2 - BAC Eagle in RAF Operational Markings

- 1. BAC Eagle GR.1 DB (Development Batch), XS663 of A&AEE as it may have appeared in 1968
 - 2. BAC Eagle GR.1 DB (Development Batch), XS667, B of 237 Operational Conversion Unit as it may have appeared in 1969

- 3. BAC Eagle GR.1 DB (Development Batch), XS946, E of Operational Development Squadron as it may have appeared in 1969
 - 4. BAC Eagle GR.1, XS668, L of 9 Squadron as it may have appeared in 1972 during the *Spotswood* scenario armed with two WE177B nuclear bombs carried internally and a full load of external drop tanks
 - 5. BAC Eagle GR.1, XV669, X of 45 Squadron as it may have appeared in 1972 during the *Spotswood* scenario armed with two Blue Water missiles and carrying a 1435 gallon ventral drop tank
 - 6. BAC Eagle GR.1, XS949, A of 40 Squadron as it may have appeared in 1969
 - 7. BAC Eagle GR.1, XS954, Z of 32 Squadron as it may have appeared between 1969 and 1972 during the *Spotswood* scenario and shown fitted with four 36-tube, 68mm Matra pods on underwing pylons
 - 8. BAC Eagle GR.1, XV884, P of 6 Squadron as it may have appeared in 1972 during the *Spotswood* scenarios armed with two WB177B nuclear bombs internally and carrying two underwing drop tanks and a jettisonable 1,435 gallon ventral fuel tank
 - 9. BAC Eagle GR.1, XV890, F of 81 Squadron as it may have appeared in 1972 under the provisions of plan 'P' armed with two Blue Waters missiles and carrying a 1,435 gallon ventral drop tank
 - 10. BAC Eagle GR.1, XV892, O of 14 Squadron as it may have appeared in 1972 during the *Spotswood* scenario armed with two WB177B nuclear bombs carried internally and two



MA-72172 TSR2 - BAC Eagle in RAF Operational Markings

Squadron as it may have appeared in 1971 under the provisions of the *Spotswood* scenario fitted with a belly reconnaissance pod and carrying two underwing drop tanks

- 15. BAC Eagle PR.1, XV935, D of 13 Squadron as it may have appeared in 1972-73 fitted with a belly reconnaissance pod and carrying two underwing drop tanks
 - 16. BAC Eagle PR.1, XV944, G of 58 Squadron as it may have appeared in 1972 during arctic exercises over Norway fitted with a belly reconnaissance pod and carrying two underwing drop tanks

1/48

MA-48-172 TSR.2 - BAC Eagle in RAF Operational Markings

As Above

Conclusion

Though this is not the first 'What If' sheet for the TSR.2 it is the first that covers those schemes it might have worn with the RAF if the cancellation of the type had not happened. Though I am not a fan of RAF markings I may be tempted to produce at least the snow camouflaged and the Martel-armed examples - both schemes applied to the Jaguar and Buccaneer, which may never have worn RAF markings if the TSR.2 had reached service.

This sheet, and others from the range, are available direct from the manufacturer at www.theaviationworkshop.co.uk and are also stocked by Hannants in the UK.

● SAM

High Fibre

SCALE MOTORSPORT

Product #1448

Plain Weave Carbon Fibre Decal Sheet

A company very popular among the automotive fraternity has recently created a new product geared to the military modeller. Scale Motorsport's new product is a 1/48 plain weave carbon fiber (black/metallic khaki) decal sheet printed with metallic inks that provide a more realistic impression of the real thing. One perfect application for this product is for



the 'turkey feathers' exhaust on Pratt & Whitney F100-PW-229 engines as found on F-16C/D block 42/52/62 aircraft. There are many applications for this sheet in both aviation and other military subjects. The decal sheet comes with



enough material to do a small fleet of Vipers in 1/48.

A complete 'how to' carbon fibre hi-

definition video is available for downloading on Scale Motorsport's website. www.scalemotorsport.com

Shigeo Koike Soars!



Shigeo Koike is one of the finest aviation artists in the world today. He depicts his subjects with almost photographic accuracy, but Koike has more than an observant eye—he has an artist's vision, too. This new book is a collection of his latest work. It includes images of 60 aircraft from all eras of aviation. It features full English and Japanese text, with original Japanese commentary by renowned aircraft researcher Toshio Fujita. The English translation is by HLJ's own Scott T. Hards.

The book itself is beautiful, too: hard-cover, printed on heavy gloss art paper in large, 38 x 28.5cm format. It also includes a dust jacket and a matching cardboard sleeve.

Order your copy from HLJ and we'll send you a free gift: the cardboard sleeve for his previous softcover collection, *Flying Colors 2!*

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1:72 HBB80210 F-22A Raptor



1:72 HBB87240 Lynx Mk.90

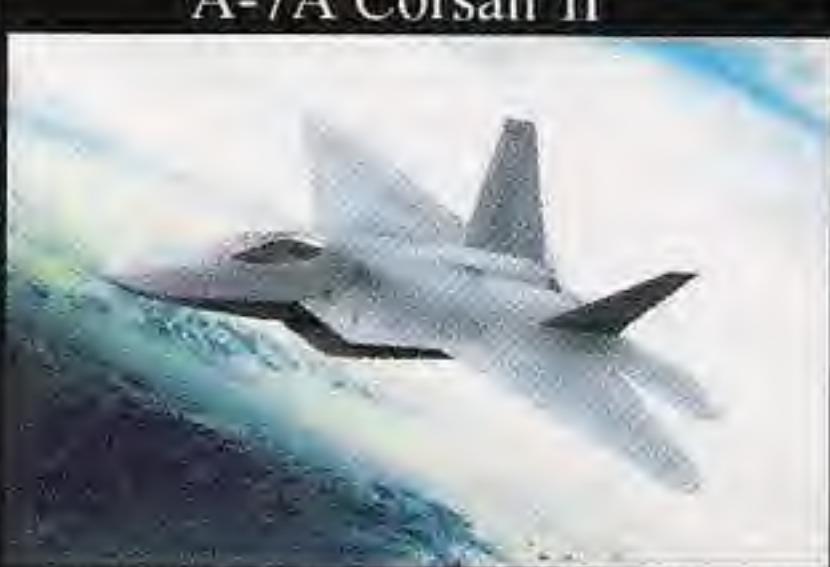
HOBBY BOSS
PROFESSIONAL MANUFACTURER



ENC32001
1:32 Albatros D.II Boelcke



Albatros D.II 'Boelcke'



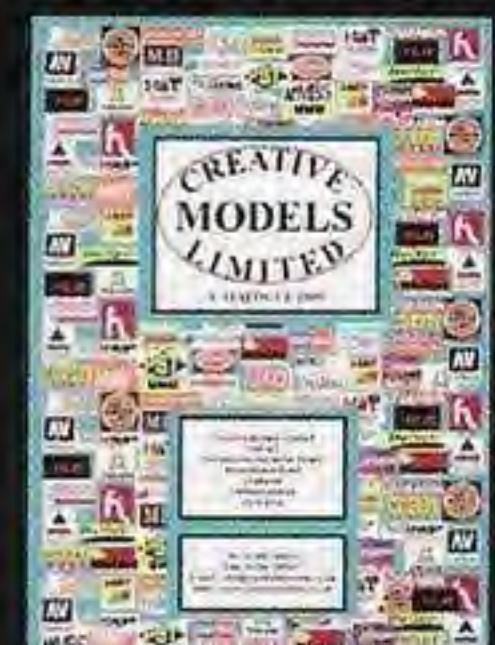
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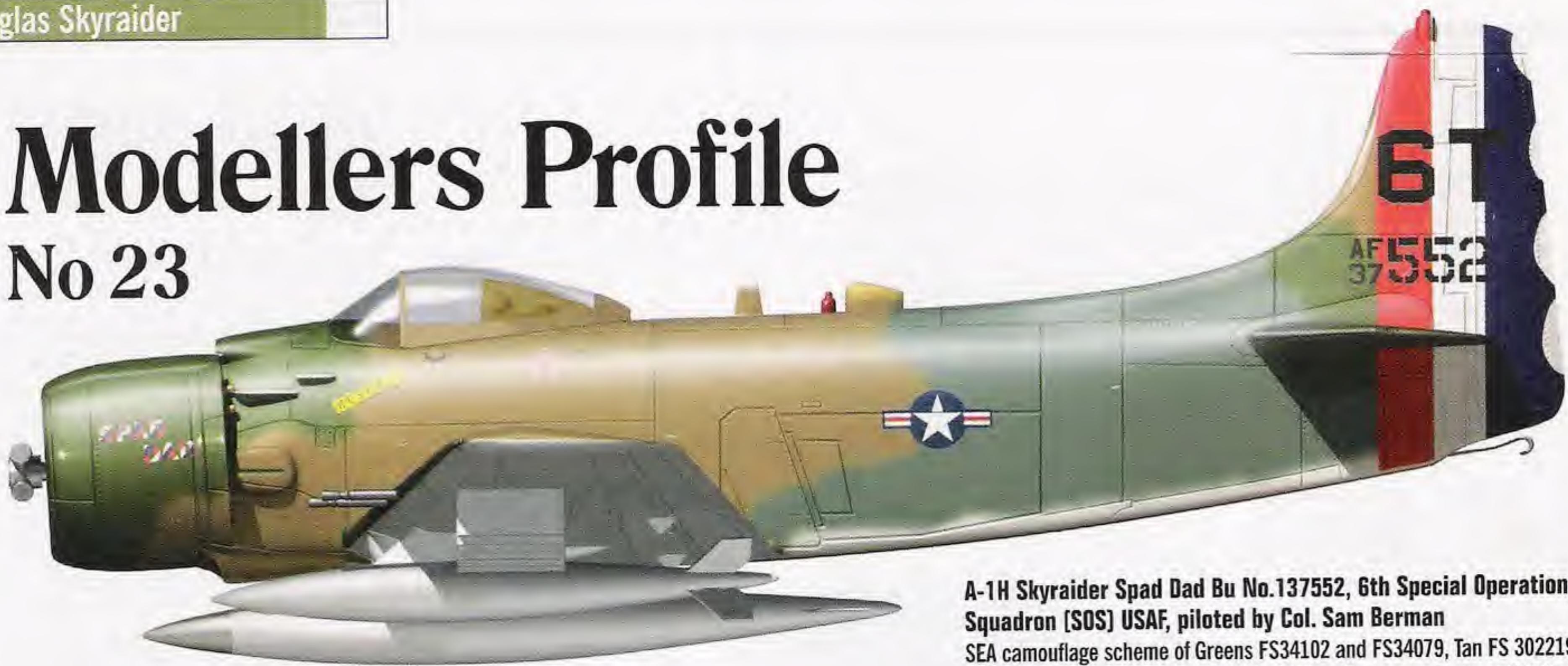
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Modellers Profile

No 23



A-1H Skyraider Spad Dad Bu No.137552, 6th Special Operations Squadron (SOS) USAF, piloted by Col. Sam Berman
SEA camouflage scheme of Greens FS34102 and FS34079, Tan FS 302219, and Grey FS 36622. This aircraft is featured in 1/48 on Superscale's sheet 48993, and in 1/72 on sheet 72853, and has also been the subject of a Hasegawa boxing in 1/72

Able Dog Stable

by Jack Trent

Once again *Modellers' Profile* goes out on a limb! Instead of sticking to obscure inter-war naval aircraft such as the Editor takes much delight in, we are straying again into well-charted waters, and looking at a type that not only boasted a career as varied as it was long, but has attracted a large following of enthusiasts, and featured large in the iconography of the United States' post war military history. Not so well covered in model form as one might suppose, though, for an aircraft active from Sweden to Indo-China, and consequently an ideal subject for those dabblers who might find a passing attraction in its burly charms...

Originally designed in WW2, the prototype made its initial flight in March 1945 and the first production aircraft joined VA-19A, designated AD-1, in December 1946. Right from the start it was a stringbag, with seven hardpoints on each of its slab-like wings, and a combat radius and endurance that outperformed many of its contemporaries, and it was this, along with its rugged survivability that saw it remain in service long after piston-engined aircraft of higher performance had been retired from active service.

General characteristics (A-1H)

Crew: One
Length: 38 ft 10 in (11.84 m)
Wingspan: 50 ft 0 in (15.25 m)
Max takeoff weight: 25,000 lb (11,340 kg)
Powerplant: 1x Wright R-3350-26WA radial engine, 2,700 hp (2,000 kW)
Maximum speed: 320 mph (280 kn, 520 km/h)
Range: 1,315 mi (1,142 nmi, 2,115 km)
Service ceiling: 28,500 ft (8,660 m)

Korea saw the SPAD – a wry reference to another aircraft from an age long past – really show what it could do. The first combat missions were flown by aircraft operating from VA-55 on *USS Valley Forge* in July 1950, and thereafter the type saw widespread active use with both the Marines and the US Navy throughout the conflict, with sorties including night attacks and radar-jamming missions. 128 aircraft were lost during the war, with 101 of these being combat losses and the rest due to operational causes.

In 1965 the aircraft was still a prominent part of many carrier air wings, and although slated for replacement by the A-6 Intruder, Skyraiders participated in the first strikes against North Vietnam before they were replaced, and as they were rendered surplus, they were introduced into the Vietnam Air Force (VNAF). They were also used by the



Four AD-6s over Subic Bay in the Philippines in 1955 (Joe Rao LCDR Ret)

If Korea had confirmed the aircraft's value as a ground-attack aircraft, Vietnam sealed the deal, and it was here that all the outstanding qualities of the machine were to secure its reputation. The USAF lost 201 during the war, and

the all-over blue of Navy and Marines SPADs of the Korean period giving way to the camouflaged machines of the USAF, and the gray and white schemes so well known on later US Navy machines.

One footnote to the aircraft's wartime career that might be of interest to modellers: to highlight the dropping of the six-millionth pound of ordnance one sortie, flown by an A-1H, saw a special addition to the regular ordnance – a toilet.

Foreign service was comparatively limited for such a proven combat type. The Armée de l'Air acquired 113 ex-US Navy AD-4s and AD-4NAs in 1958 to replace those P-47 Thunderbolts still active in Algeria. These were operated in the close air-support role armed with rockets, bombs and napalm. After the end of the war, the remaining aircraft were passed on to Gabon and Chad.

Some aircraft were modified into carrier-based airborne early-warning types, replacing the Grumman TBM-3W Avenger, and served in this capacity in both the USN and Royal Navy. British



Two AD-2 Skyraiders at NAS Jacksonville in 1948. Up to 1957 the tailcode 'B' belonged to CVG-19

USAF to perform one of their most important tasks, that of helicopter escort on combat rescues missions, and it was in this role that both Major Bernard F. Fisher piloting an A-1E in 1966, and Colonel William A. Jones III piloting an A-1H in 1968, were awarded the Medal of Honour.

the Navy 65 to all causes, a testament to the crews who operated it, who were always in at the sharp end, frequently flying slower and lower than might be supposed feasible in the post-war modern era.

Vietnam saw further changes to colours and markings on aircraft, with



Douglas A-1E (AD-5W) (S/N 52-135206) in flight (US Air Force)

aircraft were acquired in 1951, and were AD-4Ws, redesignated AEW.1 for Fleet Air Arm service. These machines served operationally with 849 Squadron until replaced by the Gannet in the early 1960s. Thirteen of these were sold on to Swedish company Svensk Flygtjänst to operate as target tugs following removal of military

equipment, and these could be seen in use up until the 1970s in their prominent yellow livery.

While there are many minor sub-variants in the Able Dog stable, the aircraft was built in seven major versions. A much simplified breakdown, highlighting the key features would include:

AD-1: The first production model, 242 built

AD-2: Improved model, powered by 2,700 hp Wright R-3350-26W engine

AD-3: Stronger fuselage, improved landing gear, new canopy design

AD-4: Strengthened landing gear, improved radar, G-2 compass, anti-G suit provisions

A-1E (AD-5): Side-by-side seating for pilot and co-pilot. Dive brakes omitted

A-1H (AD-6) - Single-seat attack aircraft with three dive brakes and centerline station stressed for a 3,500 lb bomb load

A-1J (AD-7): The final production model, powered by a R3350-26WB engine, with structural improvements to increase wing fatigue life. 72 built

This all too brief look at the rugged star of the big screen – remember *The Bridges at Toko-Ri* – cannot hope to serve as more than an introduction to

one of the most legendary postwar piston-engined combat types, and hopefully this resumé, and the following pages, will inspire readers to look further and pick up a kit or two. Blue, grey, or tactical camo, the aircraft is a handsome and striking machine and well worth a stint at the modeling bench to reproduce, and with enough good, buildable kits on the market, it makes an excellent project for a week of rainy days.

● SAMI



EA-1F Skyraider ECM-aircraft of VAW-13 Zappers over the Gulf of Tonkin in 1966

Two-Headed Dog

By Bruce Leyland-Jones

The kit arrived in a small, sturdy box, and I was immediately impressed by the standard of the resin within. Forty-four pieces and two vacform canopies made up the model, along with a small instruction sheet featuring a parts map and an exploded view, with a simple paint and decal guide on the reverse. The decals looked fine, but more of these later.

The A-1E has side-by-side seating, so the cockpit area is quite large. This is represented by a reasonably deep pit with a small, semi-circular bulkhead to insert, featuring impressions of the two seat backs. As the vacform canopies had a lot of framing, and not too much would be visible, I assumed the manufacturer knew what they were doing and decided to stick to an out-of-the-box build.

The kit comes with six bombs, four rocket and pods, two larger rocket

and left it to air-dry. I coated the canopies in Johnson's Klear and once dry, I discovered they were quite resistant to cutting and the framing was not very distinct. I cracked one, however I used this as a prototype to ascertain exactly where I should separate the canopy from the surrounding material.

The prop, whilst securely framed in a resin sprue, had a large bubble in one tip, which fell off. I then spent a careful hour, sanding down the tips, which all had blobs of resin on them. The instructions suggest using '0.5mm plastic stick' and wire to make a pair of Vs for the undercarriage, a fin-mounted pitot, an arrestor hook and four guns. These small additions made a real difference to the model and let me feel I'd done some 'proper' modelling.

Colour Options

Markings are for the 602nd Special Operations Squadron, 56th Special Operations Wing, Vietnam, 1969. Colour call-outs only list 'dark green, medium green, dark tan and light grey'. I applied Humbrol H75, H117, H118 and H28 respectively, preferring the contrast between the two greens, as opposed to that given by the usual H116/H117 combo. The paint guide only showed one half of the model, so I had to guess at the pattern for the other side.

The decal sheet supplies a nice instrument panel and two seats with harness. Under the canopy these provided more than enough internal detail. I applied Tamiya Clear Blue to the rear of the canopy before attaching it with PVA glue.

You will have to cut each decal out individually. There was a slight problem



Construction

I soon set about my task and very quickly had the wings and tail attached to the finely moulded fuselage. These are butt-jointed and required a slight sanding of adjoining surfaces to ensure a nice, flush fit. I had to do some research to make sure I didn't cut too much off when removing the nose from the large casting block. The fit of this part wasn't quite as good as the wings, but gap-filling superglue, top and bottom, did assist somewhat. I didn't worry about the sides, as I didn't want to have to sand off the cowling flaps.

Having completed major assembly, I gave the model a good wash and rinse

 Resin & Co LIMITED EDITION	
 CZECH REPUBLIC www.lionmodel.cz	
Douglas A-1E "SKYRAIDER"	
Technical	
Douglas A-1E Skyraider	
Scale:	1/144
Kit No:	144028
Price:	£10.10
Type:	Resin
Parts:	Resin 44, Vacform Clear 2
Manufacturer:	FE Resin
UK Importer:	Hannants

with register on the stars and bars and the name of the aircraft, *Georgia Ann*, was reproduced in a mirror-image for the starboard side of the cowling. I also discovered four tiny red decals, apparently intended for the prop blades. These were way too small, so I painted the red stripes on, with a fine brush, a steady hand and holding my breath.

Conclusion

I enjoyed this build and, although everything fitted nicely, I felt I had to do some modelling to get a good result. Care does need to be taken with the canopies and the paint call-outs could be better.

FE Resin has a large selection of 1/144 aircraft and I will certainly be looking for more.





Building an Able Dog

by Garry Prettyman

Tamiya's USAF version of the SPAD consists of a generous box full of light grey sprues featuring excellent detail, a small decal sheet, a ten-page instruction sheet and a full-size drawing of the camouflage scheme.

Starting with the cockpit Tamiya provide a very detailed tub and a nicely executed panel with raised instruments as well as a passable ejection seat. I did however decide to use the Eduard zoom set for this build - set number FE 296 - and had a resin seat and the cover for the canopy mechanisms left over from

an old CMK set. I painted the cockpit tub RLM 66 (Dark Grey) and this was followed by dry brushing with light grey to highlight the detail, after which switches and knobs were picked out with red, yellow and light grey.



The fuselage fitted together without a hitch and whilst this was drying I constructed the wings - no problems here apart from when the wheel bays are fitted they come with the undercarriage doors attached so be careful not to break them off during the rest of the build. The flaps are moulded in the down position so they would be fitted later to allow me to clean up the model before painting.

I sprayed the engine Alclad Aluminium followed by a dark wash of black paint and then dry brushed with silver to highlight the detail. Tamiya thoughtfully provide the option of open or closed cooling and engine flaps, so I chose to model all of these in the open position as this adds a little more interest. The engine was not fitted at this stage as I wanted to do all the painting first.

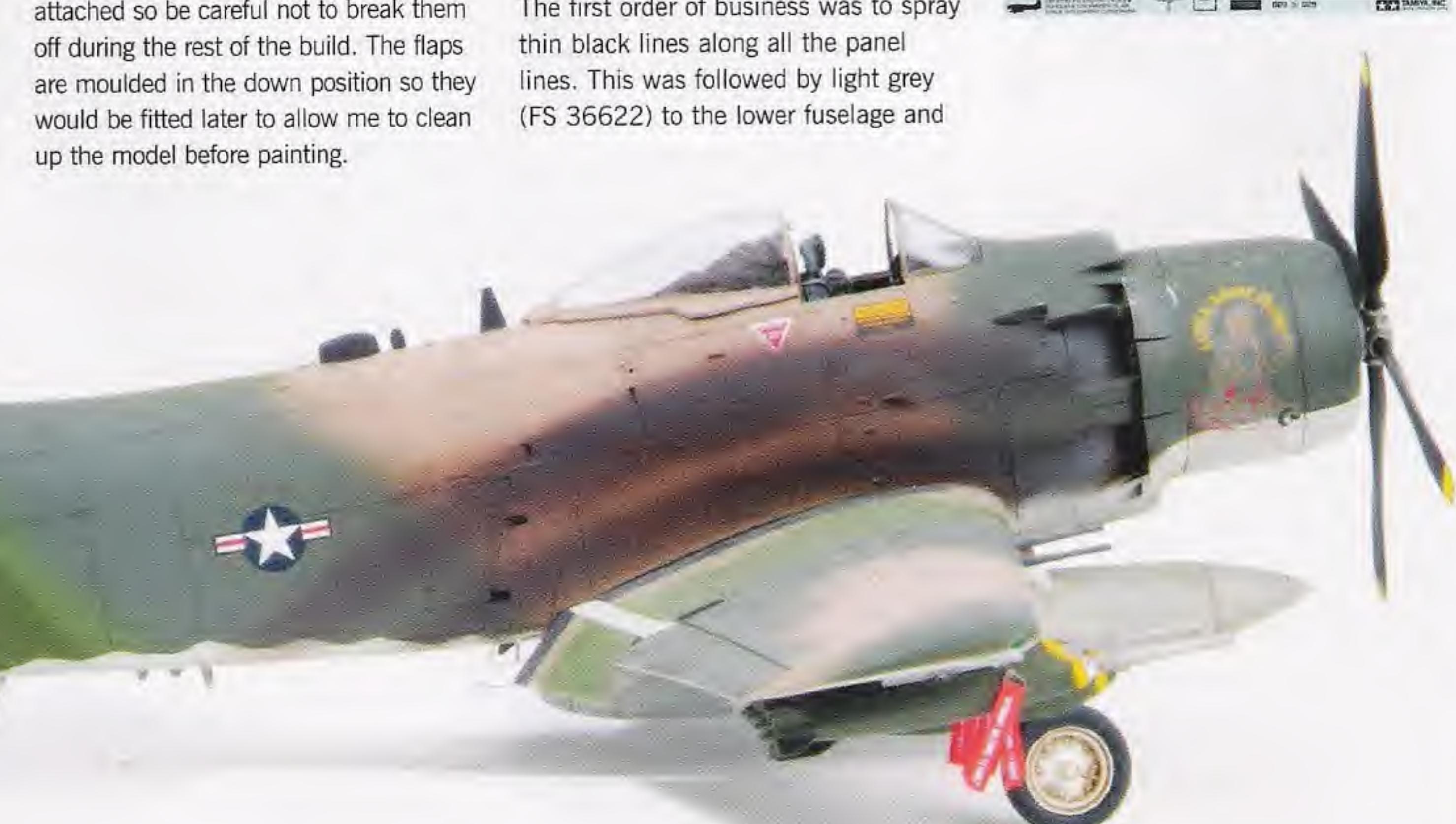
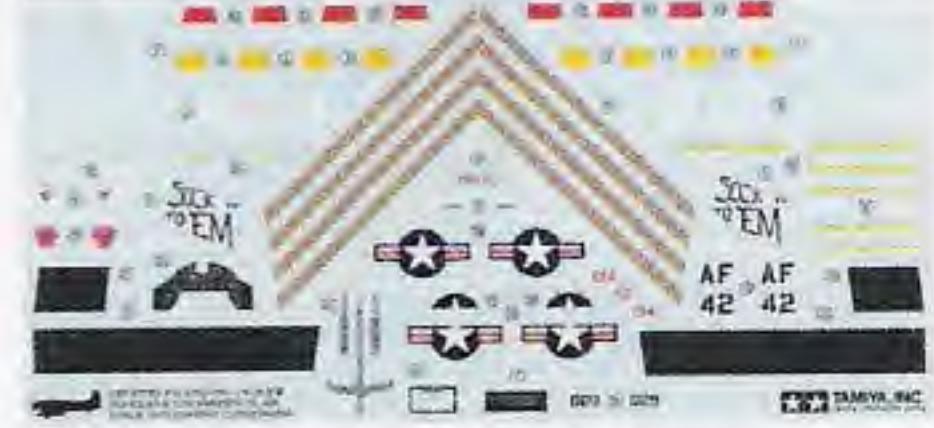
The model also has the option of open or closed dive brakes but as all the photos I have seen show these closed this was the route I took.

Tamiya provide plenty of weaponry in the form of Mk 82 LDGP with their fuses extended or retracted, Mk 117 bombs, LAU-68 rocket pods, LAU-3 rocket pods, SUU-11 7.62mm gun pods and finally SUU-14 rocket tubes. These were painted and set aside until the final stage of construction.

Colour Options

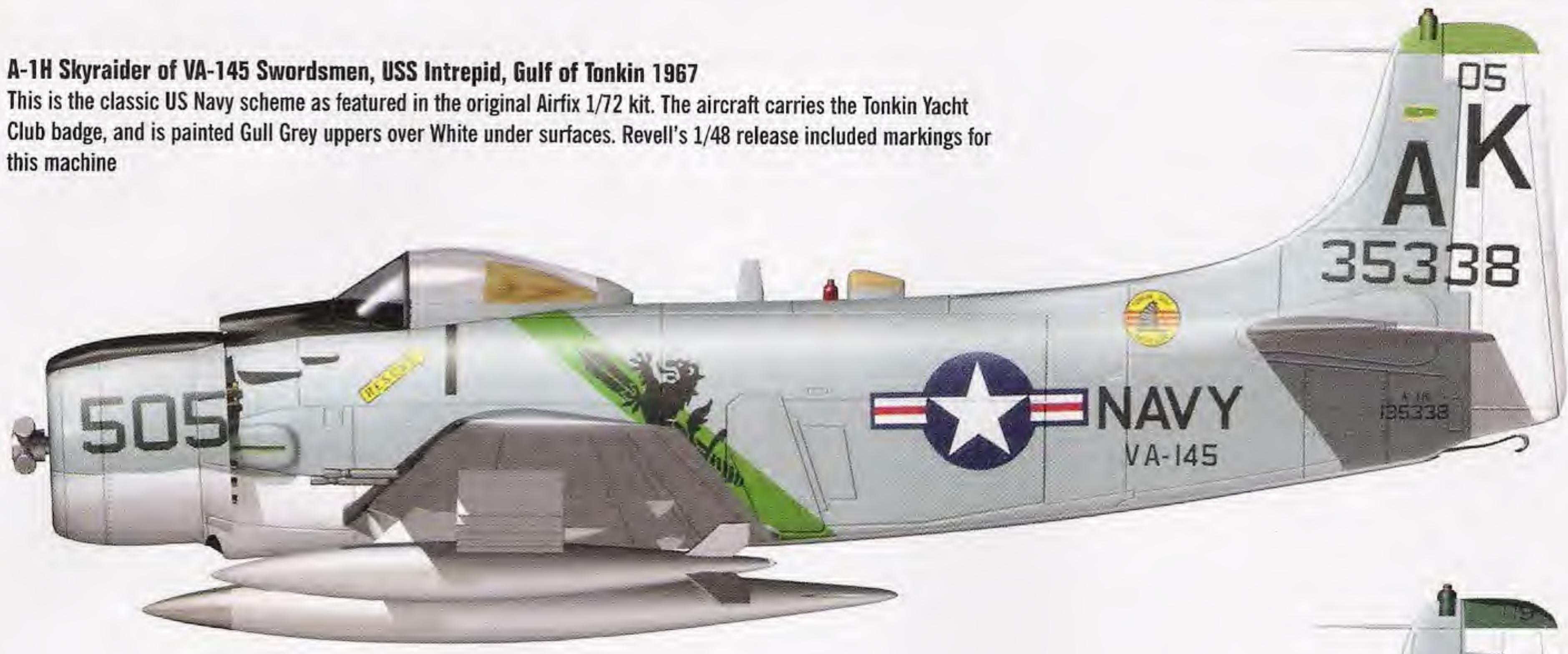
The first order of business was to spray thin black lines along all the panel lines. This was followed by light grey (FS 36622) to the lower fuselage and

DOUGLAS A-1J SKYRAIDER U.S. AIR FORCE	
TECHNICAL DATA	
Douglas A-1J Skyraider	
Scale: 1/48	
Kit No: 61073	
Price: £23.99	
Decal Options: 2	
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Manufacturer: Tamiya	
UK Importer: The Hobby Company	
US Importer: Tamiya USA	

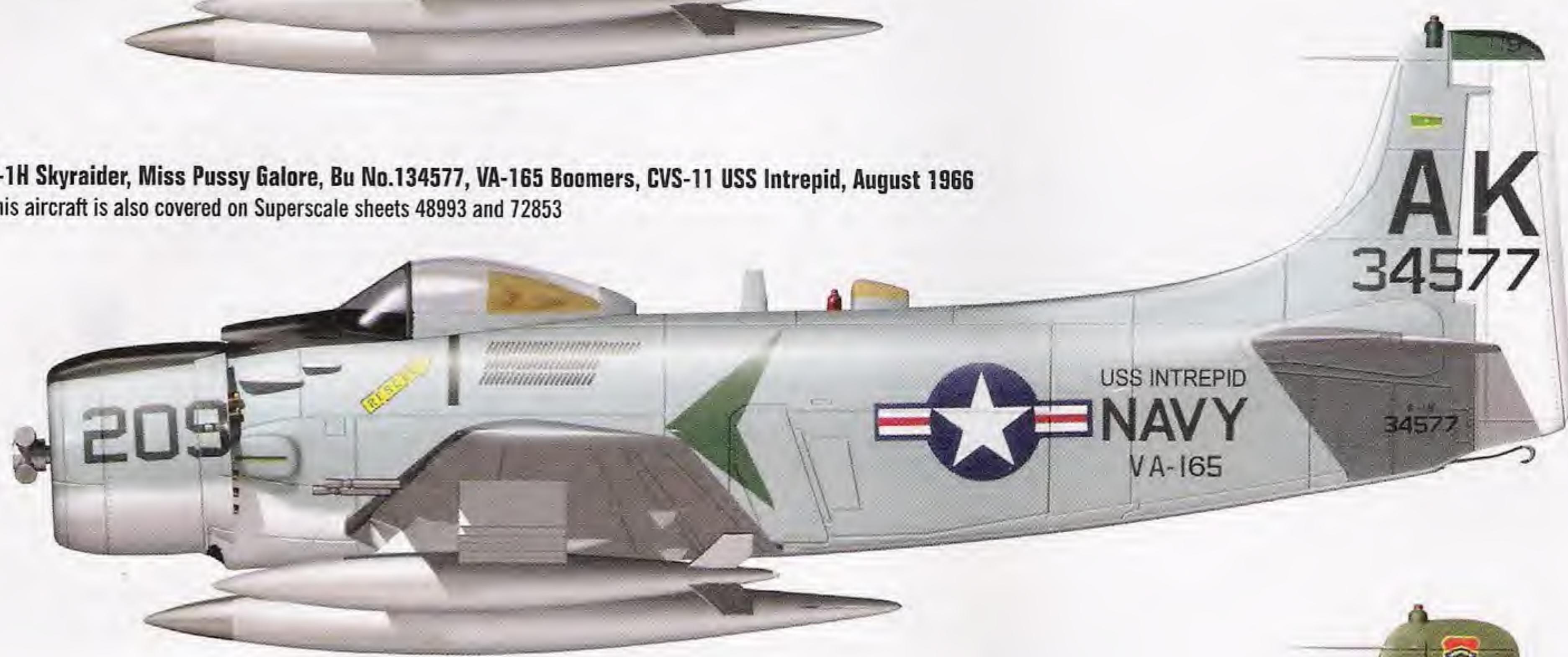


A-1H Skyraider of VA-145 Swordsmen, USS Intrepid, Gulf of Tonkin 1967

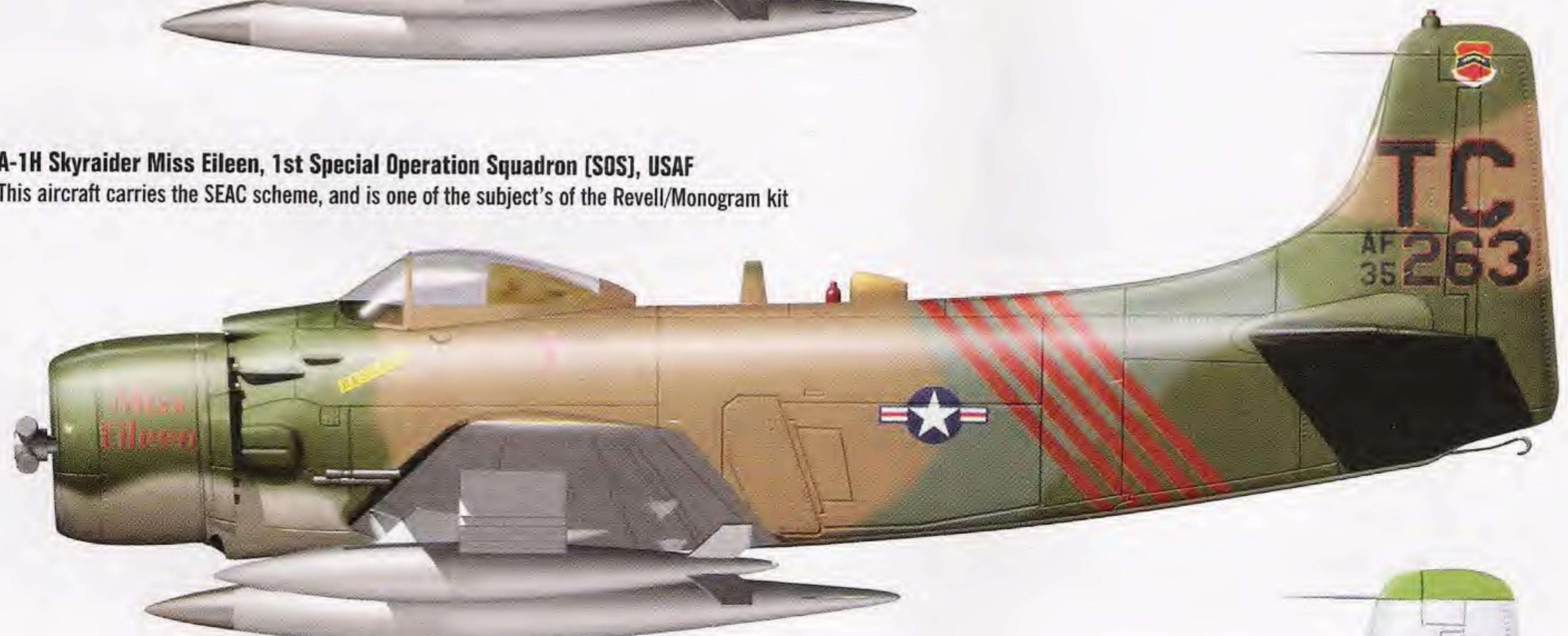
This is the classic US Navy scheme as featured in the original Airfix 1/72 kit. The aircraft carries the Tonkin Yacht Club badge, and is painted Gull Grey uppers over White under surfaces. Revell's 1/48 release included markings for this machine

**A-1H Skyraider, Miss Pussy Galore, Bu No.134577, VA-165 Boomers, CVS-11 USS Intrepid, August 1966**

This aircraft is also covered on Superscale sheets 48993 and 72853

**A-1H Skyraider Miss Eileen, 1st Special Operation Squadron (SOS), USAF**

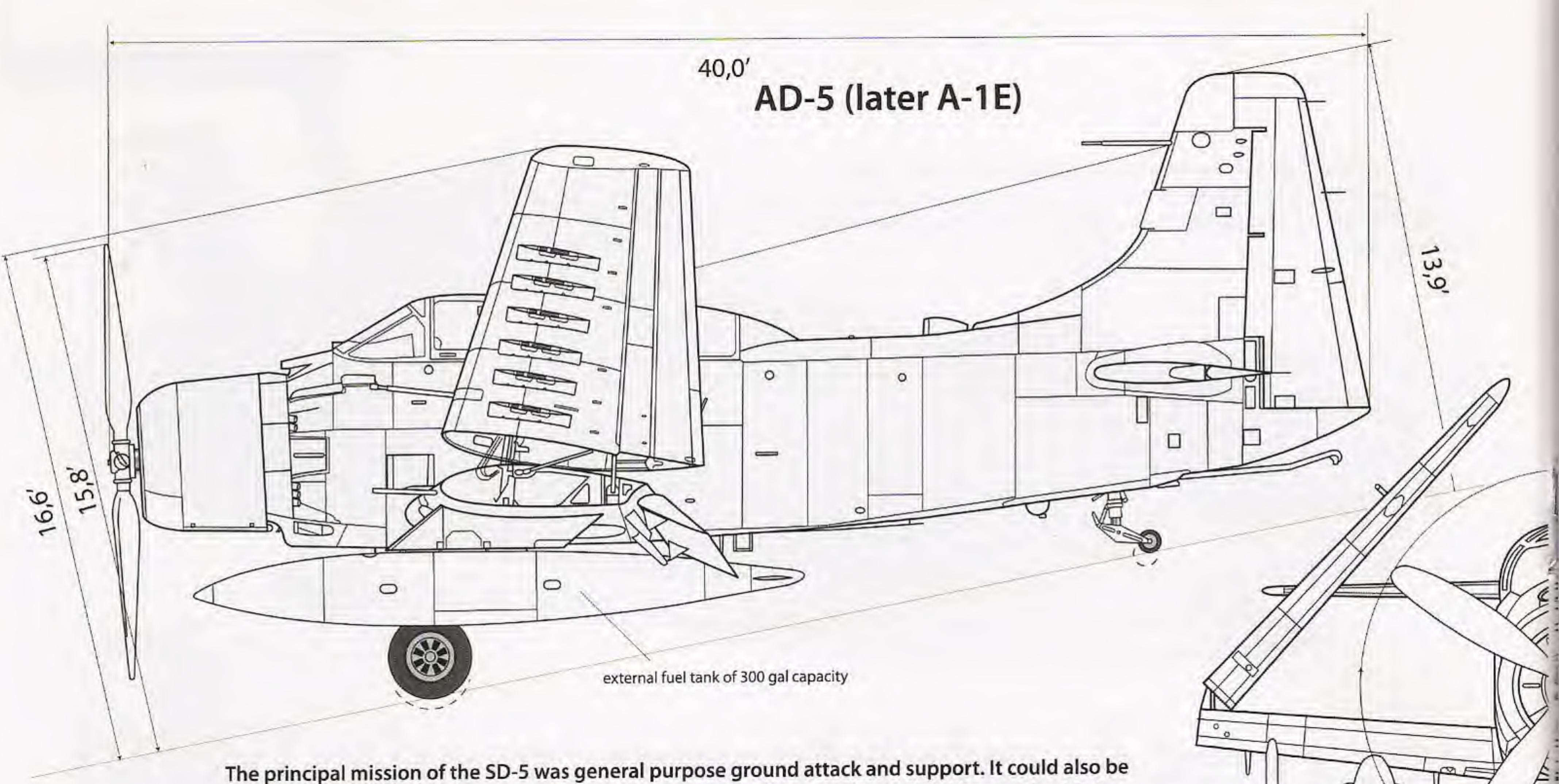
This aircraft carries the SEAC scheme, and is one of the subjects of the Revell/Monogram kit

**AD-4 Bu No.123845, EC 1/20, Armee de l'Air, Bone, Algeria, 1961**

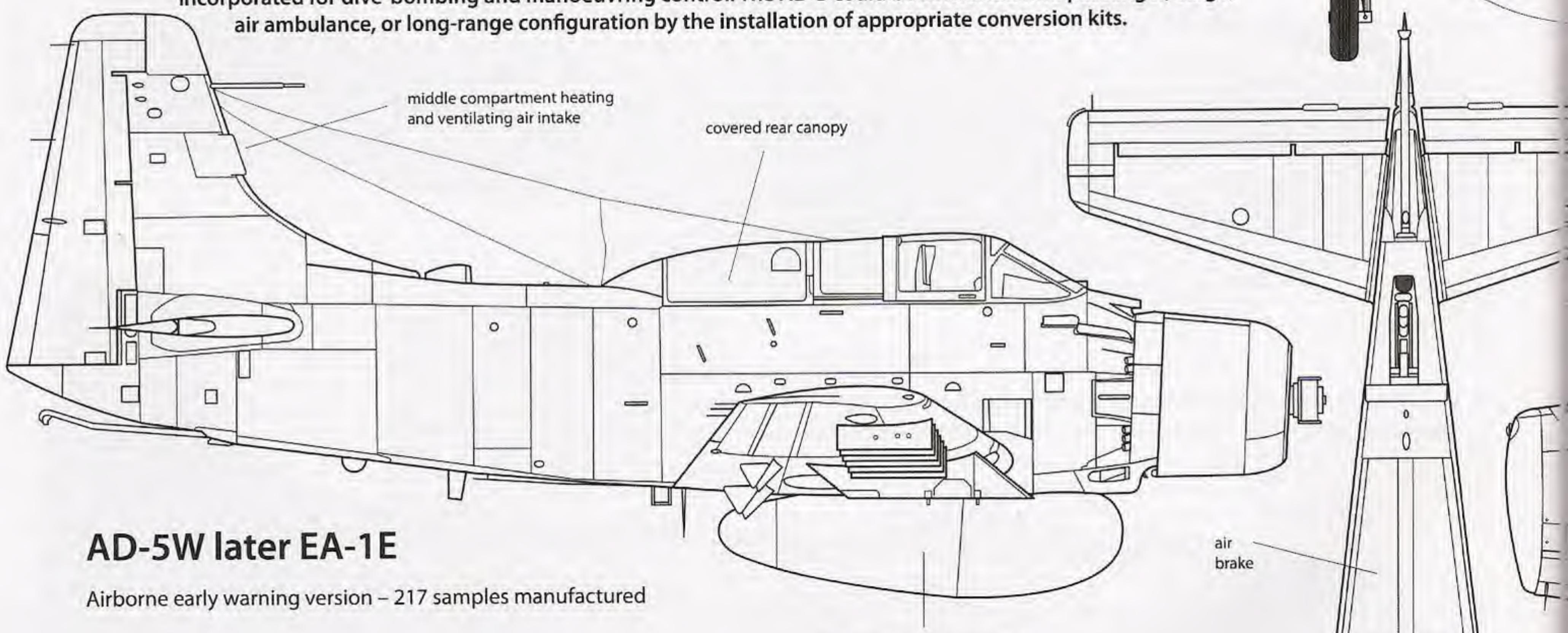
This particular machine is covered on MDC's 1/48 sheet D48002, while other French aircraft can be found on sheets by Berna, ModelArt and Zottz



Artwork © 2009 John Fox



The principal mission of the SD-5 was general purpose ground attack and support. It could also be employed as a minelayer or observation aircraft operating from carriers or land bases. The AD-5 incorporated side by side seating, and this crew arrangement facilitated long-range all-weather operations, as well as other roles such as ground support co-ordination and instrument training. A single dive brake was incorporated for dive-bombing and manoeuvring control. The AD-5 could be converted into passenger, cargo, air ambulance, or long-range configuration by the installation of appropriate conversion kits.



AD-5W later EA-1E

Airborne early warning version – 217 samples manufactured

The following versions of the AD-5 were used:

AD-5 later designated as A-1E
 AD-5W later designated EA-1E
 AD-5Q later designated EA-1F
 AD-5N later designated A-1G

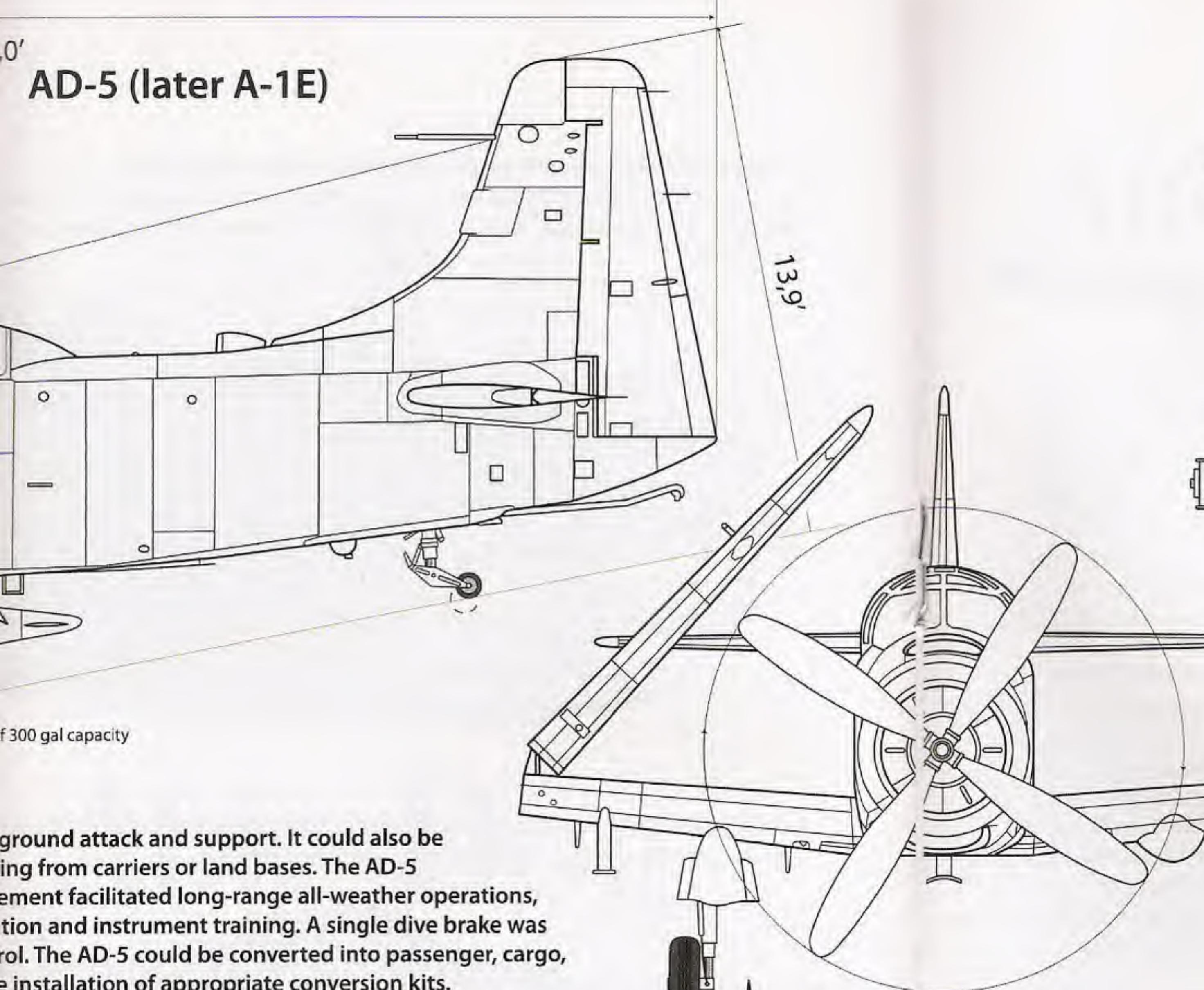
Douglas Skyraider
 1/72 scale

Centreline Aero 3A Ejector		
Bombs	1-2000 lb	1-500 lb
	1-1600 lb	1-250 lb
	1-1000 lb	1-100 lb
Depth Bomb	1-350 lb	
Mines	1-2000 lb	1-500 lb
	1-1000 lb	
Torpedoes	one	
Frag. Clust	1-500 lb	1-100 lb
Incend. Cl.	1-500 lb	1.100 lb
Chem. Tanks	1- Aero 14A	
Fuel tanks	1-300 gal.	1-150 gal.
Prac. Bombs	1- Aero 4A Container	
Mk. 47 racks	1- Aero 5A Container	
Misc. Stores	1- Mk. 7	1- Mk. 91
		1- Mk. 8
		1- Mk. 12
		1- APS-16 Radar Store
		1- Aero 2A Sono/fl. disp.

Fuel grade 115/145, Spec MIL-F-5572

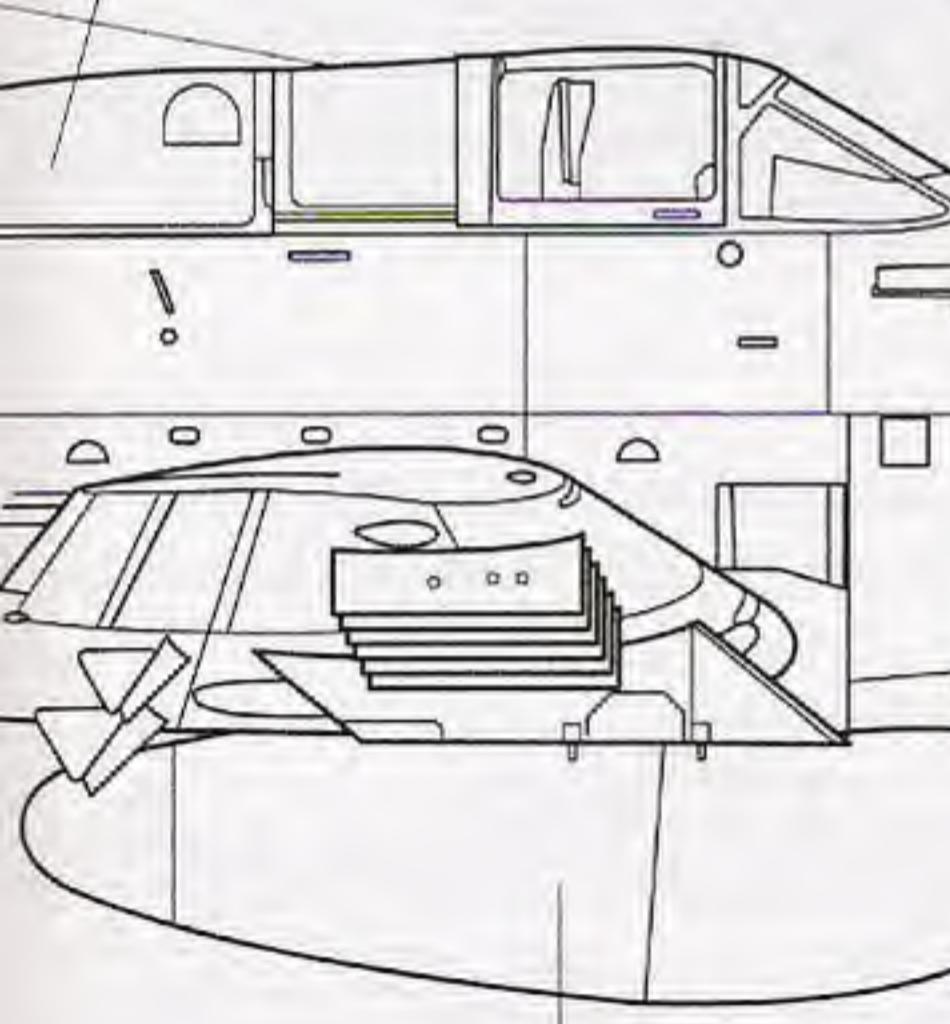
380 lb one in fuselage, self sealing
 150 or 300 lb. drop tank on centraline
 150 or 300 lb two drop tanks under wings
 Total 980 gallons

0' AD-5 (later A-1E)



ground attack and support. It could also be
ing from carriers or land bases. The AD-5
ement facilitated long-range all-weather operations,
tion and instrument training. A single dive brake was
rol. The AD-5 could be converted into passenger, cargo,
e installation of appropriate conversion kits.

covered rear canopy



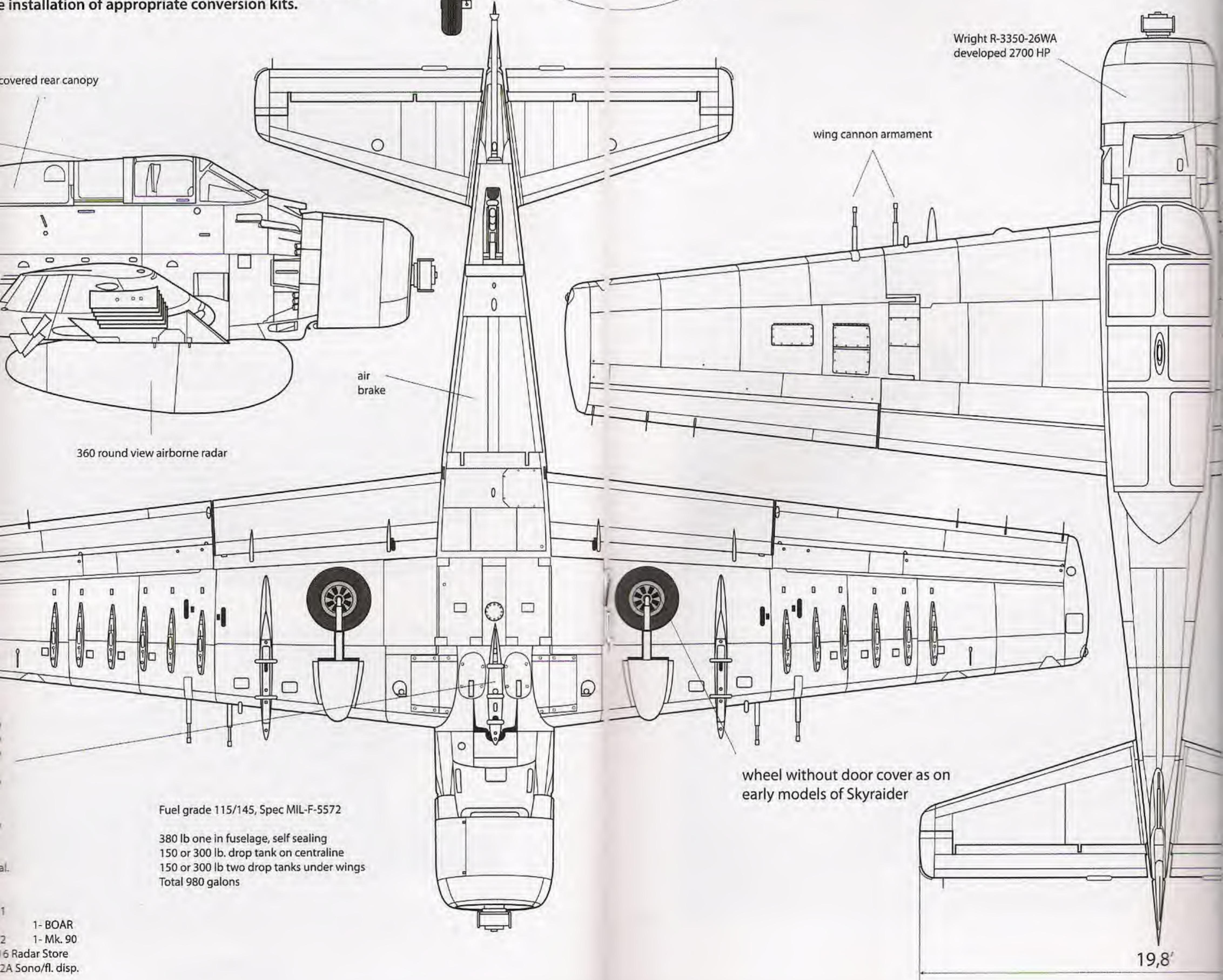
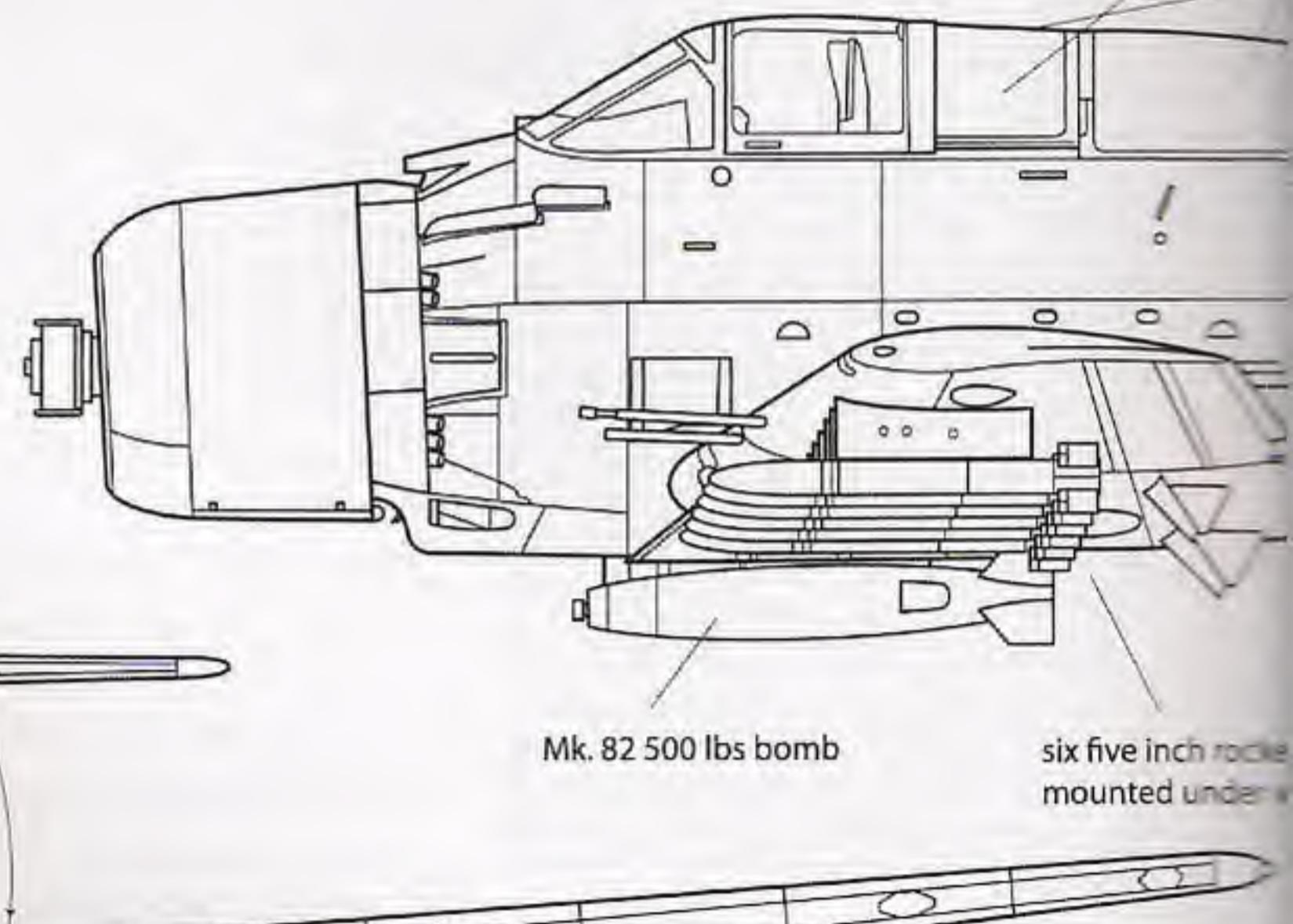
Fuel grade 115/145, Spec MIL-F-5572

380 lb one in fuselage, self sealing
150 or 300 lb. drop tank on centraline
150 or 300 lb two drop tanks under wings
Total 980 gallons

1
1- BOAR
2
1- Mk. 90
6 Radar Store
2A Sono/fl. disp.

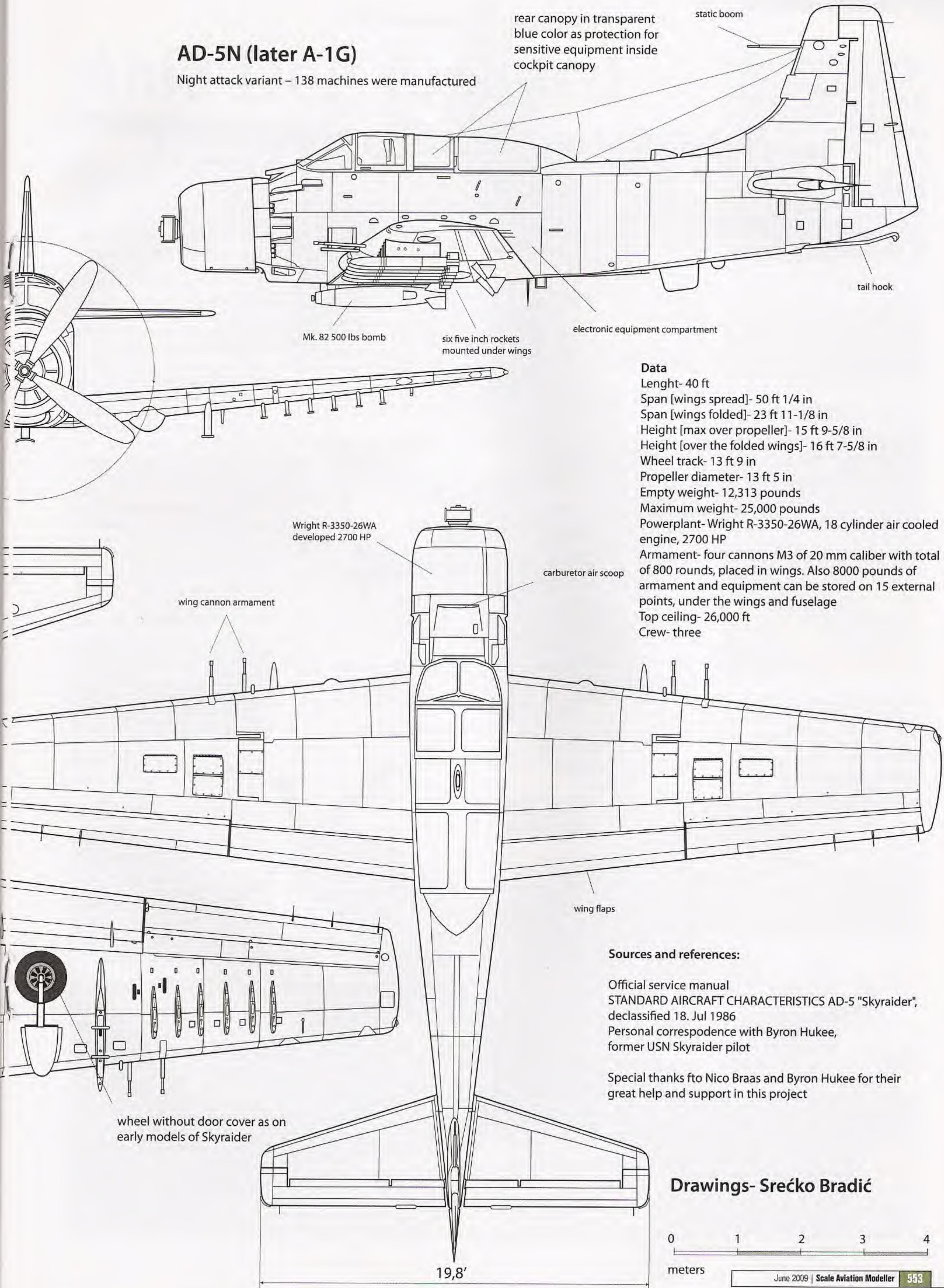
AD-5N (later A-1G)

Night attack variant – 138 machines were manufactured



AD-5N (later A-1G)

Night attack variant – 138 machines were manufactured



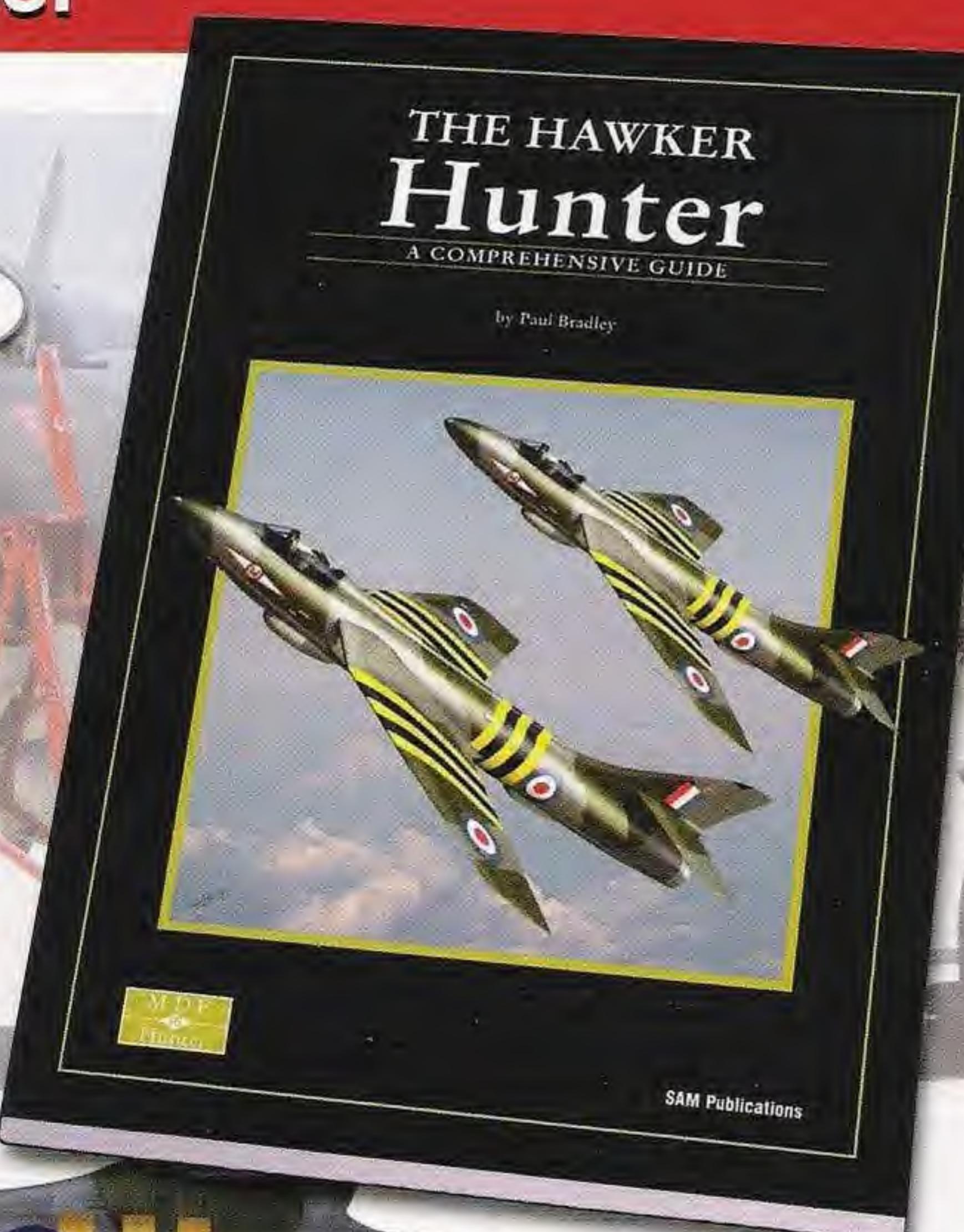
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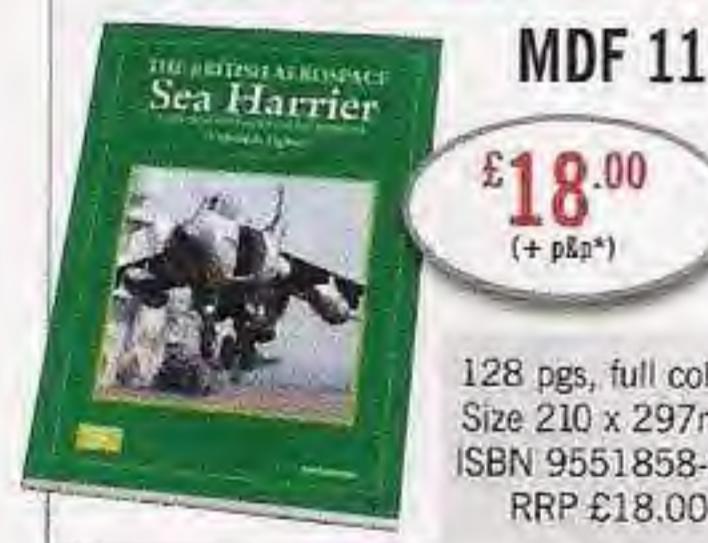
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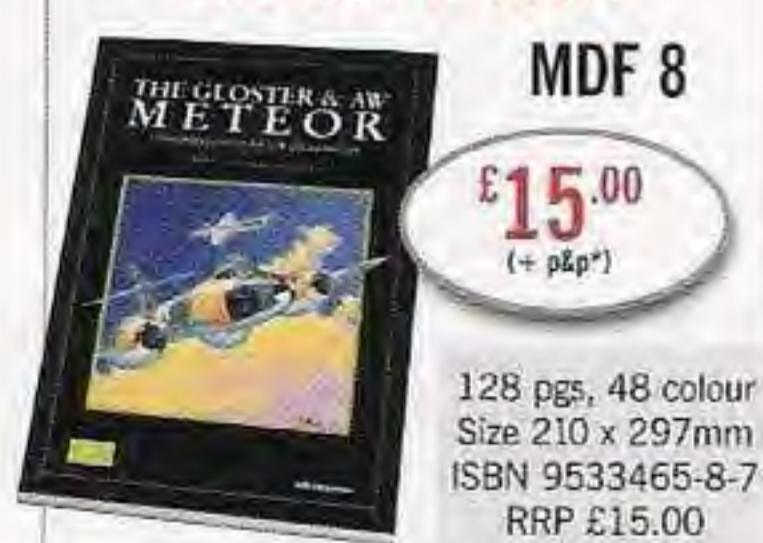


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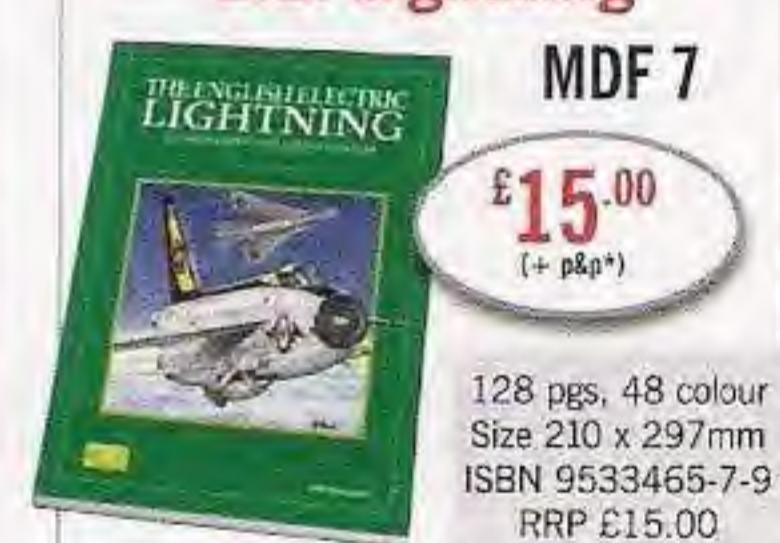


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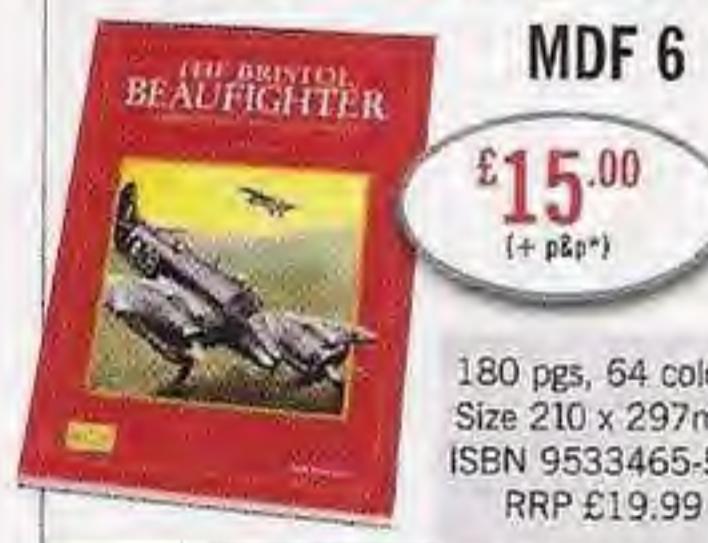


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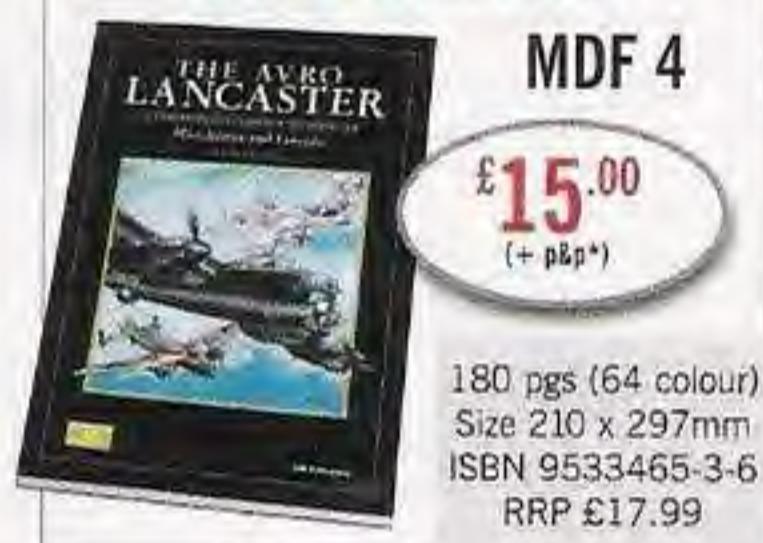


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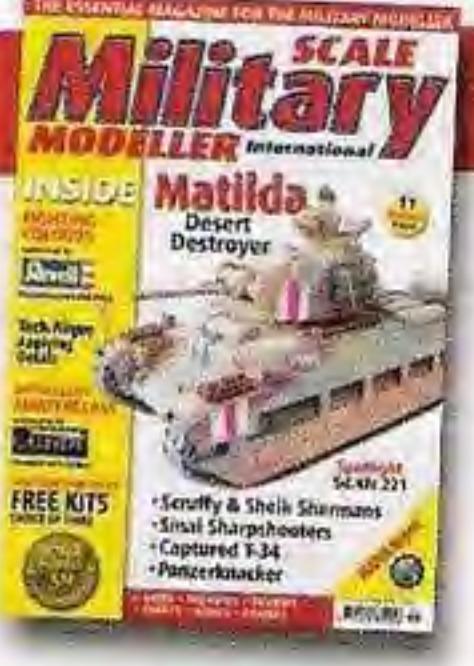
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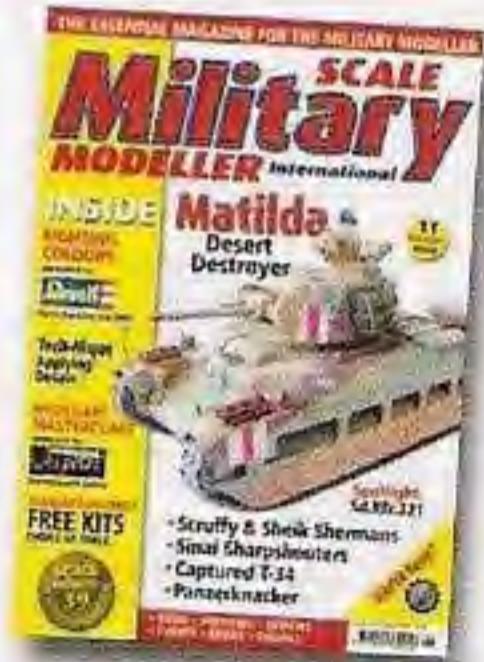


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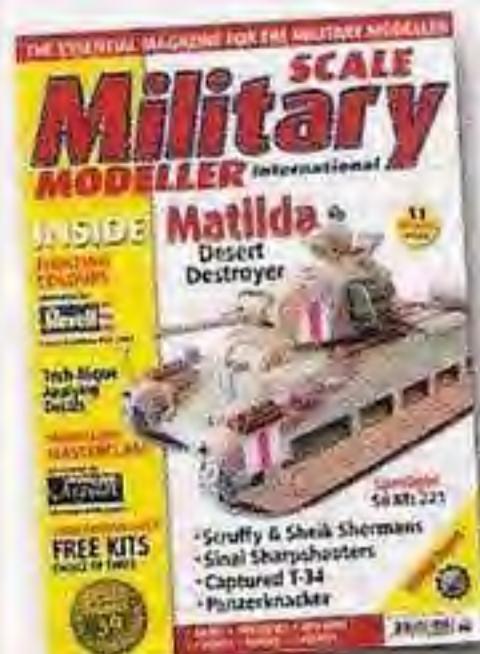
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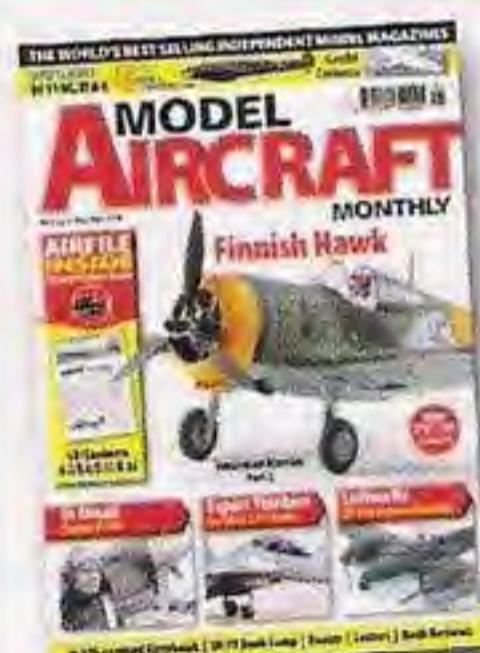
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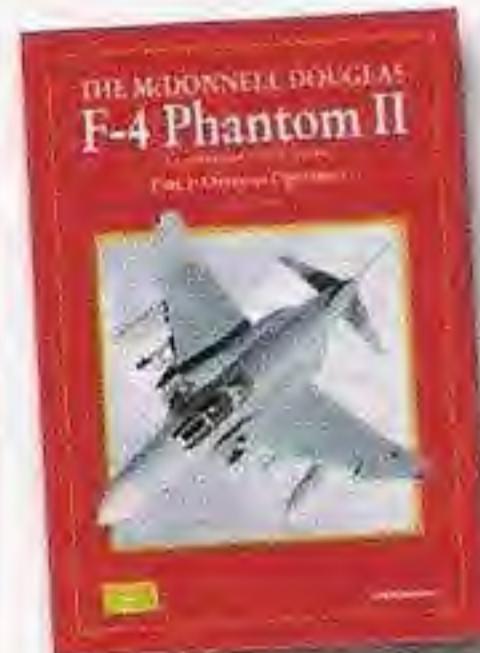
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wings. I built up the colour in thin layers so that I did not cover too much of the panel lines and then left the model overnight.

I sprayed the wing walk area matt black and then masked it off and with this done I applied a thin coat of Tan (FS 30219) followed by Medium Green (FS 34102) and finally Dark Green (FS 34079). All spraying was done freehand using my newly acquired Iwata airbrush. With the paints suitably thinned they allowed me to obtain nice soft edges

I did not use the Tamiya decal sheet but opted for an old Aeromaster sheet, number 48-377 Air War over Vietnam pt.9 A1-H's pt.3. The decals performed flawlessly. I just used the normal setting solutions (Micro Sol and Set) then left the decals to dry.

Some of the dark pre-shading had disappeared due to the build-up of other colours but this was rectified by spraying on thinned Tamiya Smoke paint along some of the panel lines. Other areas were treated to a wash of raw umber oil paint, and with everything dry I sprayed two thin coats of Hannant's matt varnish to seal everything in and to bring all the weathering components together.

Finally I sprayed on some heavy exhaust staining to show the aircraft in a well used state.

Conclusion

Once again Tamiya have produced an excellent kit, and with a little care a very good model can be produced. Thanks, by the way, to UK importers The Hobby Company for supplying me with a replacement canopy set.

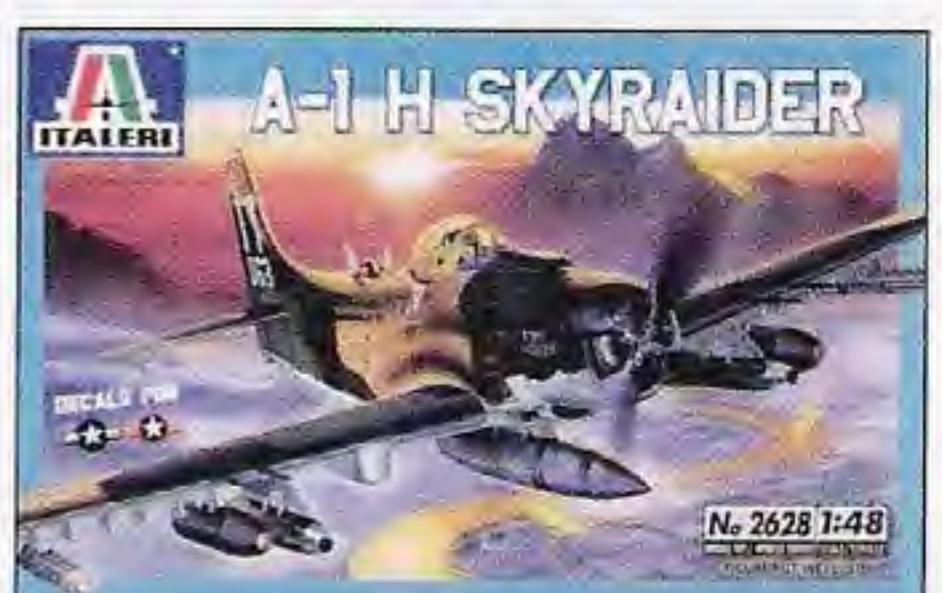
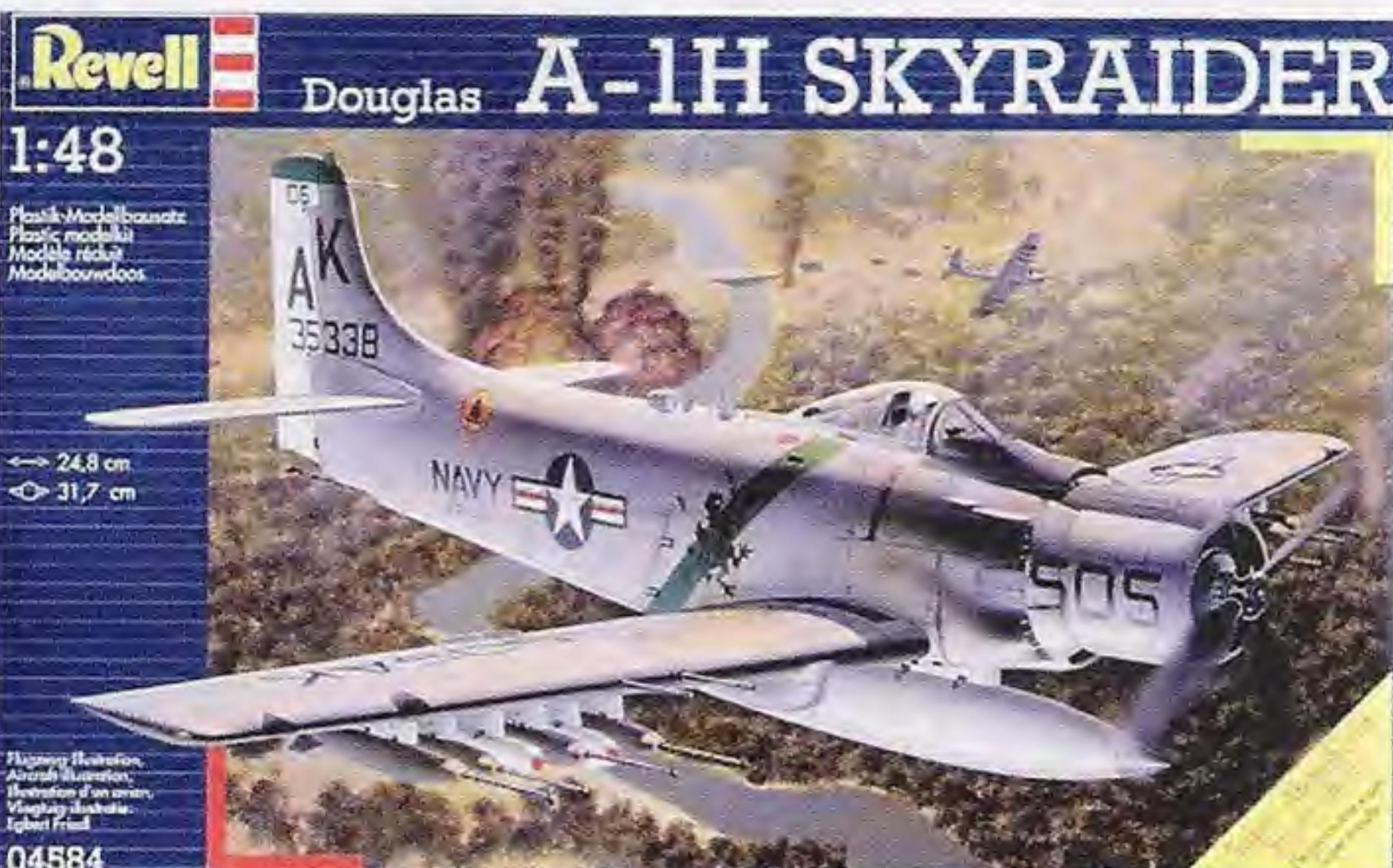
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Able Dog Enabled

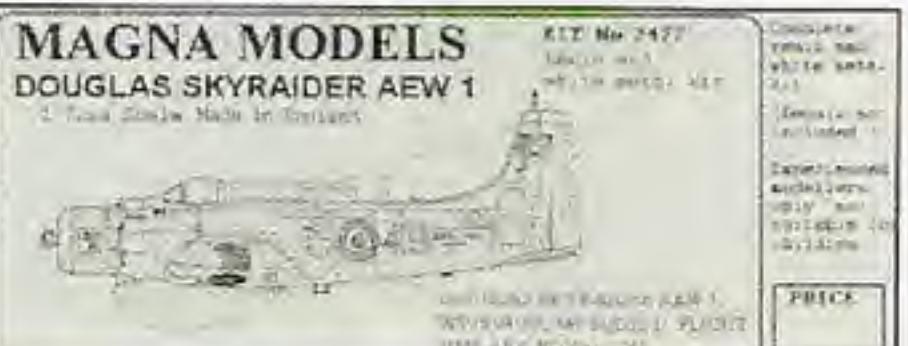
Call a SPAD a SPAD

Despite the seemingly plentiful boxings in the list appended, there are fewer up-to-the-mark kits than you might suppose of the SPAD, and not surprisingly readers are directed primarily to the Tamiya and Hasegawa releases. Tamiya scoop the pot in quarter scale, and Hasegawa likewise in 1/72, but there are still no kits of the two-seater available other than vintage toolings. Hasegawa's many boxings are all listed OOP at the moment – but will no doubt be back before long. Older kits like the Airfix and Esci tools are superseded, although a number of intrepid modellers have cross-kitted Tamiya and Matchbox in 1/48 to make an A-1E.

The Panther resin kit in 1/32 and the FE Resin 1/144 tool – a very nice piece of work – are both currently out of production.



- Hasegawa #HM128 1/48 Douglas A-1H Skyraider w/Toilet Bomb OOP
 Hasegawa #HM132 1/48 Douglas A-1H Skyraider MiG Killer OOP
 Italeri #2628 1/48 A-1H Skyraider
 Magna Models #7224 1/72 Skyraider AEW 1 £23.09
 Magna Models #7225 1/72 Skyraider Swedish Target Tug £22.02
 Matchbox #PK651 1/48 Skyraider AD-5 OOP
 Panther productions #32003 1/32 AD-4W Skyraider OOP
 Panther productions #32003 1/32 AD-5W Skyraider OOP
 Revell #04398 Revell 1/72 A-1E/AD-5 Skyraider £5.99
 Revell #04584 1/48 A-1H Skyraider £13.69
 Tamiya #61058 1/48 AD-6 Skyraider £21.99
 Tamiya #61073 1/48 A-1J Skyraider USAF £23.99



Decals

Chiefly US machines available in decal form, with a smattering of French, and even FAA Guppies. Plenty of choices still available, with a number of OOP sheets worth looking out for too.

AeroMaster #72143 1/72 AD-3/6 Skyraider OOP
AeroMaster #48543 1/48 A-1H Skyraider £10.75
AeroMaster #48544 1/48 A-1H Skyraiders Part 3 £6.60
Berna Decals #48022 1/48 AD-4 and 4N Skyraider
Armée de l'Air £9.93
Berna Decals #72016 1/72 AD-4 and 4N Skyraider
Armée de l'Air £7.09
Carpena #72025 1/72 A-1H Skyraider OOP
Cutting Edge #720951/72 A-1H Skyraider OOP
Cutting Edge #72096 1/72 A-1H Skyraider OOP
Eagle Strike #48006 1/48 AD-6/A-1H Skyraiders £6.60
Eagle Strike #48067 1/48 VNAF Skyraiders £9.80
Eagle Strike #48107 1/48 Skyraiders Pt 2 £9.80
Eagle Strike #48108 1/48 A-1H/AD-4N Skyraiders £6.60
Eagle Strike #72030 1/72 AD-6 Skyraiders £5.38
Eagle Strike #72045 1/72 Skyraiders £7.85
Eagle Strike #72056 1/72 Skyraiders Part 3 £5.38
Eagle Strike #72062 1/72 A-1H Skyraider £5.38
MDC #4802 1/48 AD-4 Skyraider French Air Force in



Algeria £6.85

Model Art #7235 1/72 A-1 Skyraider



Armée de l'Air OOP

Model Art #7243 1/72 AEW.1

Skyraider 849 NAS £6.11

Model Art #D003 1/48 AEW.1

Skyraider £6.85

Model Alliance #72121 1/72 HMS Ark Royal Air Wing

Selection £8.80

Modeldecal #009 1/72 A-1J Skyraider OOP

Superscale #72118 1/72 A-1 Skyraider OOP

Superscale #72301 1/72 AD-6 Skyraider OOP

Superscale #72317 1/72 AD-6 Skyraider OOP

Superscale #72331 1/72 A-1H Skyraider OOP

Superscale #72477 1/72 A-1H/J Skyraider OOP

Superscale #72493 1/72 A-1 Skyraider OOP

Superscale #72529 1/72 AD-6 Skyraider OOP

Superscale #72530 1/72 AD-6 Skyraider OOP

Superscale #480993 # 1/48 A-1H Skyraider £6.36

Superscale #481003 1/48 AD-6/A-1H Skyraider £6.36

Superscale #481006 1/48 AD-6 Skyraiders £5.87

Superscale #72853 1/72 A-1H Skyraider £6.36

Zotz #48026 1/48 AD-4N Skyraiders in North Africa

£12.30

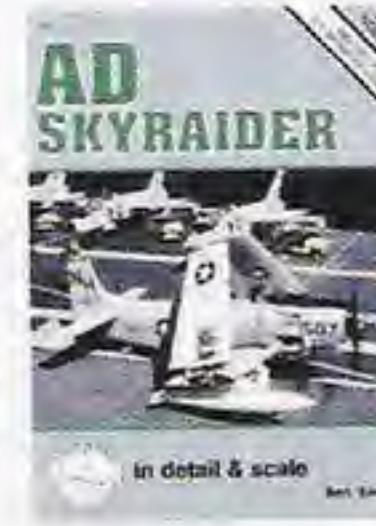
Zotz #72026 1/72 AD-4N Skyraiders in North Africa £10.52



References

AD Skyraider in Detail and Scale

Author: Bert Kinney



Publisher: Squadron

ISBN: 978-0897474542

A-1 Skyraider Units of the Vietnam War

Author: Rick Burgess

Publisher: Osprey

ISBN: 978-1846034107

A-1 Skyraider Walk Around

Author: Ed Barthelemy and Richard Dann



Publisher: Squadron

ISBN: 978-0897474290

War Bird Tech 13

Douglas A-1 Skyraider

Author: Larry Davis and David W. Menard



Publisher: Speciality Press

ISBN: 978-1580070669

Walk Around

A-1 Skyraider



Walk Around Number 27



for Tamiya kit £15.99

Eduard #EX131 1/48 A-1H Skyraider paint masks for

Tamiya kit £3.85

Eduard #FE296 1/48 A-1 Skyraider pre-painted details for Tamiya kit £4.99

Eduard #SS113 1/72 A-1H Skyraider for Hasegawa kit £2.55

Eduard #XF219 1/48 A-1H Skyraider paint masks for Italeri kit £1.61

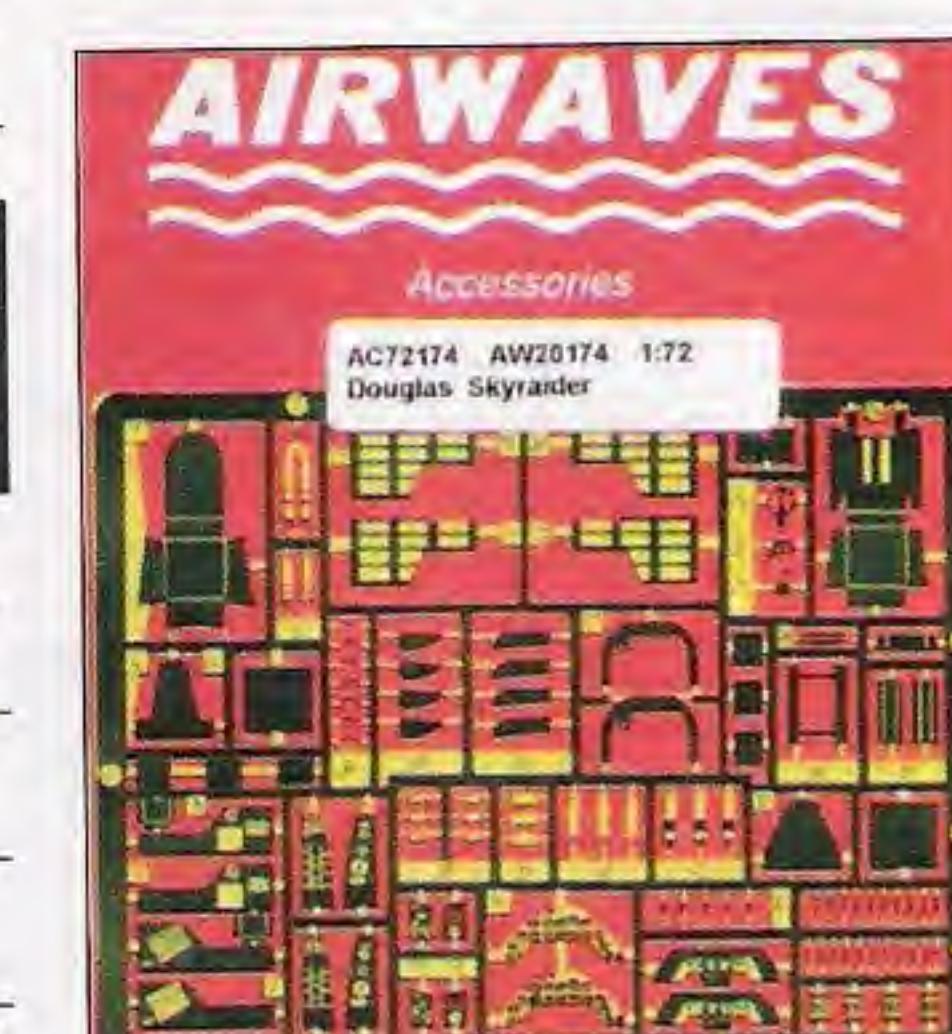
Falcon #CV3948 1/48 vacform canopies US Navy part 3. Includes A-1E Skyraider £9.77

Quickboost #72186 # 1/72 A-1D Skyraider rear wheel well for Hasegawa kit £3.40

RVHP #7140 1/72 AD-5N (A-1G) Skyraider USN conversion for Hasegawa kit £29.35

RVHP #7147 1/72 UA-1E Skyraider Target Tug conversion for Hasegawa kit £29.35

RVHP #7148 1/72 AD-5S Skyraider USN conversion for Hasegawa kit £29.35



RVHP #7136 1/72 AD-5W (EA-1E)

Skyraider USN conversion for



Hasegawa kit £33.25

RVHP #7137 1/72 AD-5 (A-1E) Skyraider USAF conversion for Hasegawa kit £29.35

RVHP #7138 1/72 AD-5 (A-1E) Skyraider USN conversion for Hasegawa kit £29.35

RVHP #7139 1/72 AD-5Q (EA-1F) Skyraider USN conversion for Hasegawa kit £33.25

- Squadron #S9112 1/72 A-1J Skyraider 2 x vacform canopies £3.99
- Squadron #S9512 1/48 AD-6 Skyraider 2 x vacform canopies £4.50
- Squadron #S9617 1/48 A-1E Skyraider for Matchbox/Revell kit £4.50
- True Details #48047 1/48 A-1 Skyraider wheels £2.99
- True Details #48084 1/48 AD/A-1 Skyraider wheels £2.99
- True Details #48531 1/48 A-1H/J Skyraider Weapons Pylon Set £5.50

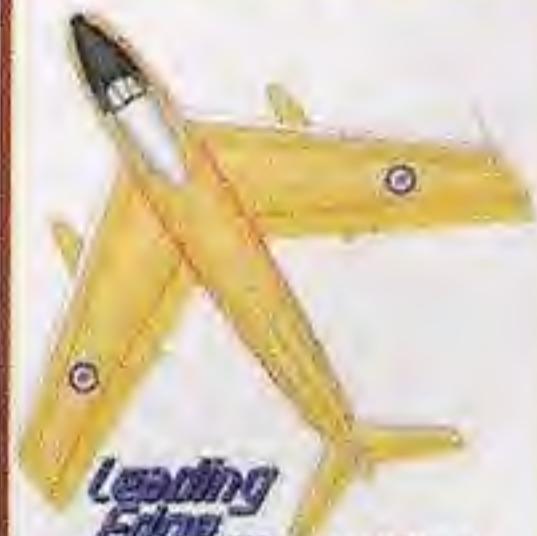


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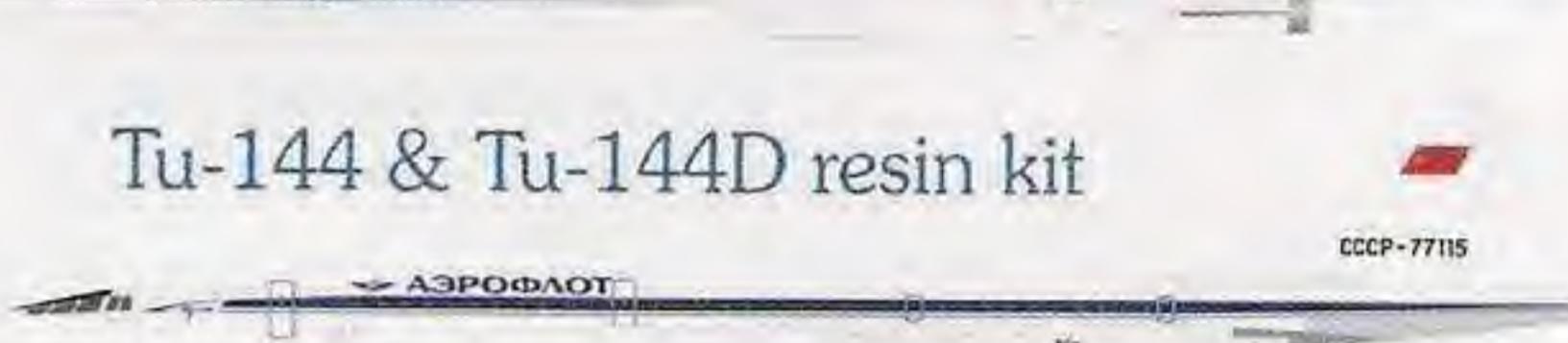
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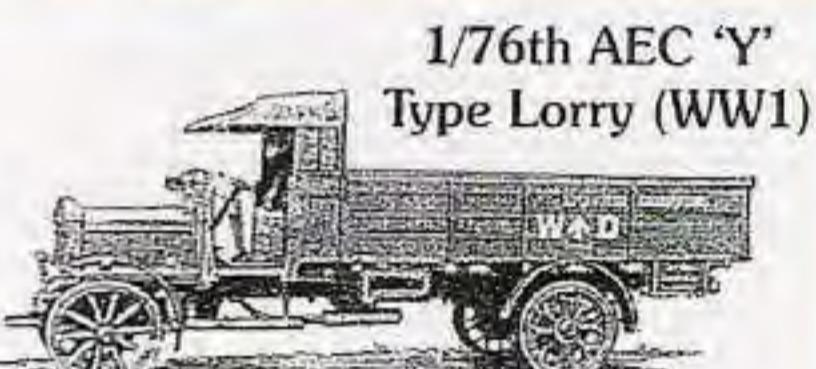
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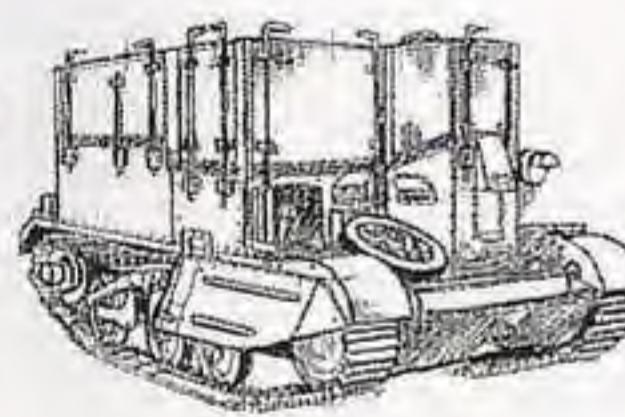
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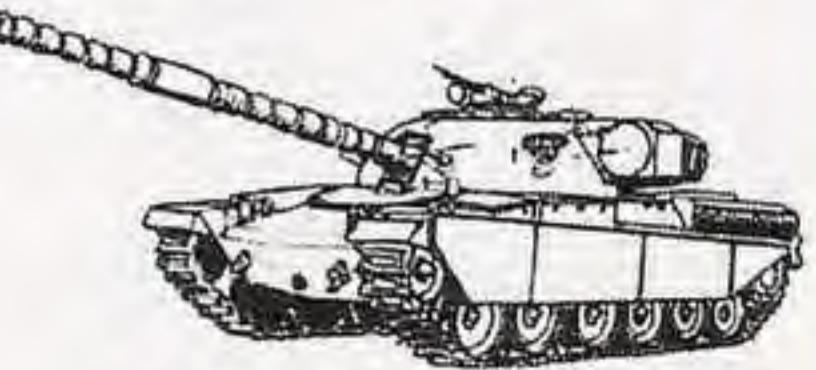
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IPMS USA Column



ModelFiesta 28 Show Report



IPMS/Alamo Squadron based in San Antonio, Texas, hosted the 28th ModelFiesta Contest and Show on February 21st at the Live Oak Civic Center, not far from Randolph Air Force Base. ModelFiesta is the longest running annual modeling event in IPMS Region 6. The first ModelFiesta was held in Wonderland Mall, now called Crossroads Mall, in 1981 and has been held each year since that first contest.

The contest has grown in size and quality since its early days and this year the contest area had 591 model entries from 165 entrants, and with the number of models in some of the



This 1/48 Hasegawa Shiden was Best in Show, built by Bill Cronk



The Otaki 1/48 Spitfire VIII



Ion Tesu converted the Revell 1/32 MiG-21 kit into a Romanian Lancer, winning his category



Foil-finished YB-49 in 1/72 from the AMT kit – now available from Italeri too



OOB Royal Navy Phantom from the 1/72 Fujimi kit



Grumman TF-9J 'Twogar' in 1/32 presumably from the Fisher kit



A nice finish on this Hasegawa 1/32 P-47



Nicely weathered P-51 from Accurate Miniatures in 1/48



1/72 Do 17Z from the old Monogram kit



Loaded for bear – the Italeri 1/72 AC-119K.



The Trumpeter 1/32 F8F Bearcat, from the box



Nicely finished TB-25N in postwar USAF markings.

collections the individual model count was probably close to 650. Entrants came from Arizona, Louisiana, Oklahoma, New Mexico, and from all around Texas. Also present were modelers from Monterey in Mexico, who cleaned up in several categories. In addition, over 600 general admission tickets were sold.

Aside from the contest, visitors could enjoy a vendor area with over 120 tables, seminars and demonstrations,

and both the Tuskegee Airmen and the American Fighter Aces Association were in attendance.

The Best of Show award went to a Hasegawa J7W1 Shiden in 1/48 built by Bill Cronk. This featured full superdetailing – panels were opened, the engine was fully plumbed, the cockpit was detailed to the smallest component and the finish immaculate. One of the special awards was the Tex Hill Award, for the best P-40 aircraft.

This was presented by Mazie Hill, the widow of Flying Tiger Tex Hill, to Gary Fuller for his splendid 1/48 P-40B, in Tex Hill's markings.

Congrats to all of the winners and congrats to the worker bees from Alamo Squadron led by Contest Director Rick Warring for a job well done.

Photos courtesy of Peter Ortenie.

• SAMI

Shows USA

July 25th, 2009

2009 Region 9 Model Contest

First United Methodist Church, 3101 Colusa Hwy, Yuba City, CA
Presented by IPMS/Dragon Lady Harold Osburn (530) 674-5907

August 2nd, 2009

2nd Annual GTR Summer NNL

Algonquin Township Office, 3702 US Highway 14, Crystal Lake, IL
Presented by IPMS/GTR Auto Modelers Chuck Herrman (847) 516-0211

August 9th, 2009

Bassett Place Mall Show

Bassett Place Mall, 6101 Gateway W, El Paso, TX
Presented by IPMS/El Paso John Estes (915) 598-6957

June 20th, 2009

IPMS Metro Atlanta Model Expo

Cobb County Civic Center, 548 S Marietta Pkwy, Marietta, GA
Presented by IPMS/Marietta
<http://www.ipmsmetroatlanta.org/>

June 20th, 2009

Ontario IPMS Mini-Con 2009

Ontario Senior Center, 225 E. "B" St. Ontario, CA
Presented by IPMS/Ontario
<http://www.ipms-ontario.org/>

July 18th, 2009

2009 Virginia Shoot-Out

Roanoke Civic Center Exhibition Hall, 710 Williamson Rd NE, Roanoke, VA
Presented by IPMS/Roanoke Valley
<http://www.rvipms.com/>

August 19th to 22nd

IPMS National Convention - 2009

Hyatt Regency/Battelle Hall, 350 N High St, Columbus, OH
Presented by IPMS/Eddie Rickenbacker
<http://www.ipmsusa2009.org/>



This Sikorsky Whirlwind HAS.21 was built from the ancient Airfix kit



Good to see Airfix's 1/144 Boeing 314 Clipper in wartime BOAC markings



Monogram's 1/48 TBD Devastator built by David Hogue

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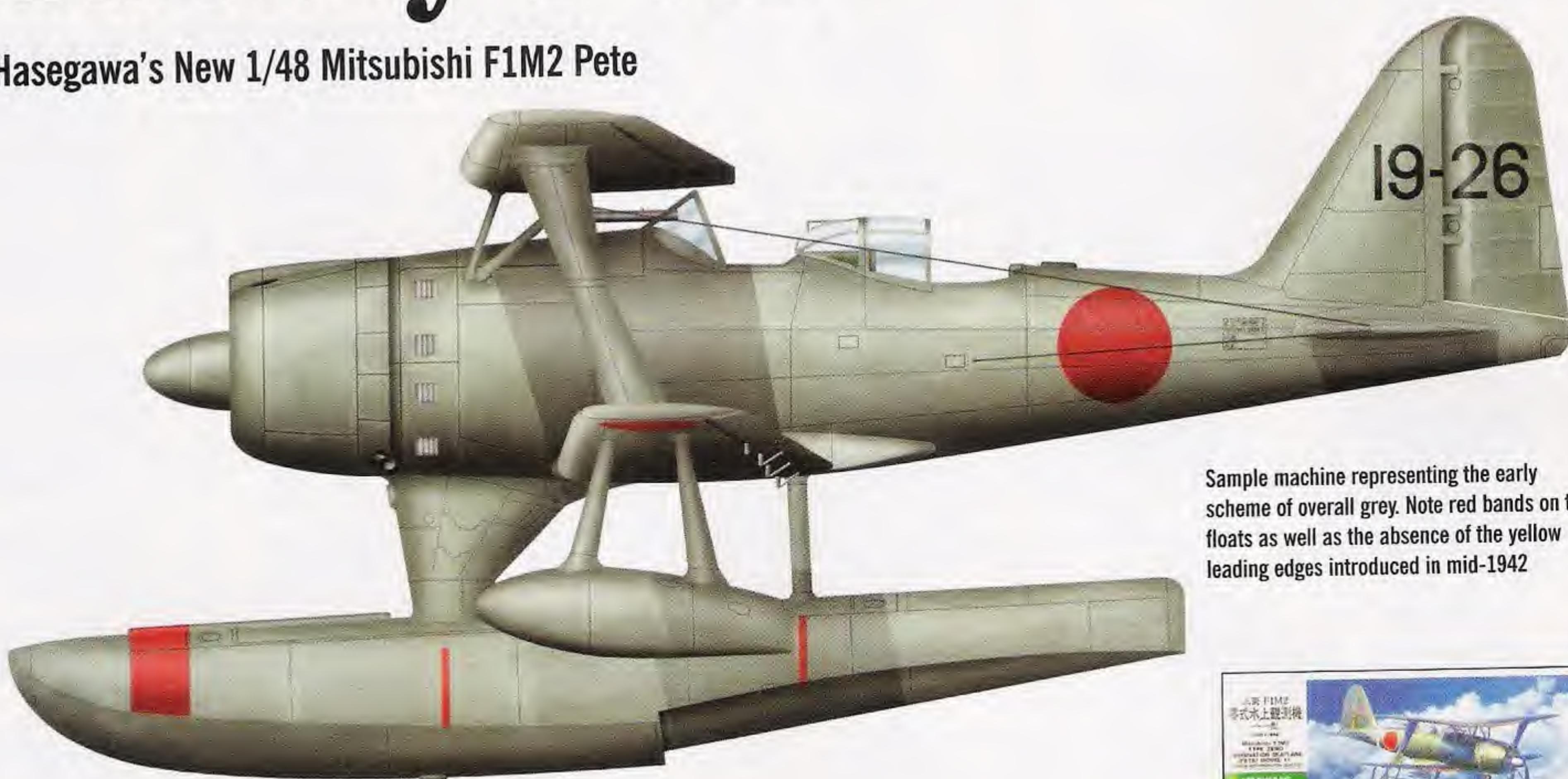
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Z7279 £5.50 1/72 Ilushin IL2M3 Sturmovik	TA61100 £31.50 1/48 Fieseler Fi 156C Storch	TA35289 £34.50 1/35 JS2 Stalin tank	IT2656 £19.99 1/48 A20B Boston MK.III	D7259 £5.99 1/72 T-34 /76 1941 Russian Tank	A05013 £8.75 1/72 F14 A Tomcat
Z3555 £14.25 1/35 BMP-2D Afganistan Soviet	TA61101 £37.50 1/48 F16C ANG Fighting Falcon	TA35295 £44.99 1/35 Jagdtiger Early version	IT2661 £13.99 1/48 Mig 27 Flogger D	D7314 £7.99 1/72 Sd.Kfz.251 /10 Ausf.C	A05026 £8.75 1/72 Lockheed F117A Stealth
Z3588 £15.99 1/35 Sd.Kfz 251 /10 Half Track	TA61102 £35.99 1/48 F16 Thunderbirds	IT1113 £9.99 1/72 Caproni CA311	IT2669 £19.99 1/48 BAe Hawk T Mk.1 + Etched	D7362 £9.99 1/72 King Tiger & German	A05035 £10.50 1/72 Boeing Chinook HC.1
Z3602 £6.99 1/35 GAZ-AA Russian Truck	TA61103 £30.99 1/48 Mitsubishi A6M5 Zero	IT121 £9.99 1/72 Heinkel He 111H-6	IT2671 £11.99 1/48 Douglas A-4E/F Skyhawk	Z3555 £14.25 1/35 BMP-2D Afganistan Soviet	A05036 £10.50 1/72 Airspeed Horsa I/II
Z9007 £17.25 1/350 Russian Submarine "Kursk"	TA61104 £28.50 1/48 Focke-Wulf FW190 F8/9 +	IT1213 £4.99 1/72 Grumman Hellcat F6F3	IT2673 £25.99 1/48 Douglas Dauntless SBD5	A02020 £3.99 1/72 Northrop F-5E Tiger II	A07101 £13.99 1/48 AH-64 Apache
Z9014 £17.25 1/350 Russian Cruiser "Varyag"	TA61105 £61.50 1/48 Lancaster BI/III	IT1232 £9.99 1/72 F111 A Aardvark	IT2674 £14.50 1/48 Dassault Mirage III E 9	A02050 £4.55 1/72 Brewster Buffalo F2A-1	A50036 £13.99 1/72 Spitfire MkIX +
Z9027 £17.25 Russian Battle Cruiser "Borodino"	TA61106 £43.99 1/48 F16 Aggressor Top Gun	IT1234 £7.99 1/72 Lockheed F104 A/C	IT3694 £19.99 1/24 Range Rover Safari	A02053 £4.55 1/72 Westland Lysander	A50040 £13.99 1/72 Spitfire MkIIa + Eurofighter
TA61026 £9.99 1/48 Sea Harrier FRS.1	TA61504 £76.50 1/48 Avro Lancaster B.I Grand	IT1236 £7.99 1/72 BAe Sea Harrier FRS1	IT3697 £19.99 1/24 Land Rover 109" LWB	A02072 £4.55 BAe Harrier GR3	A50068 £13.99 1/72 DH Mosquito FB.VI +
TA61028 £19.99 1/48 Fairchild A10 Thunderbolt	TA74522 £14.99 Painting Turntable Stand Set	IT1245 £26.99 1/72 Tupolev Tu22 Blinder	IT6465 £23.99 1/35 Crusader III AA Mk.I British	A03030 £5.50 Junkers Ju-87 Stuka	A78185 £4.29 2009 Airfix Catalogue
TA61029 £19.99 1/48 F15c Eagle	TA30608 £135.00 BIG 1/25 British Chieftain Ltd Ed	IT1255 £26.99 1/72 C130J Hercules RAF /	D3201 £23.99 1/32 P51D Mustang USAF: Petite	A03043 £6.50 1/72 Westland Sea King	A98670 £27.99 Mirage III, Pucara, A4 Skyhawk,
TA61032 £14.99 1/48 Supermarine Spitfire Mk.1	TA35017 £15.50 1/35 88mm Gun Tamiya	IT1266 £9.99 1/72 Dornier Do 217 J-1/J-2	D4582 £6.50 2x 1/144 Tornado F3 + weapons	A03049 £6.50 1/72 BAC Jet Provost /	AF1004 £2.99 1/24 Airfix Electric Motor

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Sneaky Pete

Hasegawa's New 1/48 Mitsubishi F1M2 Pete



Sample machine representing the early scheme of overall grey. Note red bands on the floats as well as the absence of the yellow leading edges introduced in mid-1942

The Mitsubishi F1M Pete was the only short-range observation floatplane accepted for full production by the Japanese Navy during the late 1930s. It was standard complement on most battleships and seaplane tenders, but the Pete also operated from shore bases throughout the Pacific. During the early stages of the Pacific War the type was occasionally operated as a fighter, because of its outstanding maneuverability, when no enemy fighter opposition was anticipated. It also served in the role of bomber, but its primary function was reconnaissance for the Imperial Japanese Navy.

The prototype flew in June 1936 and the entire production capacity was manufactured by Mitsubishi. The original Mitsubishi F1M1 was designed as a successor to the Nakajima E8N1 float



observation biplane, code name 'Dave', and after extensive research and design in 1938, the aircraft was re-engined with the 875 horsepower Mitsubishi Zuisei 13 radial.

Subsequently, the Navy flight tests of this aircraft were satisfactory, and the aircraft was ordered into production as the F1M2 Type 0 Observation Seaplane Model 11.

The F1M2's operated from battleships and seaplane tenders throughout the war, and were involved in nearly every major campaign of the

Japanese Navy during World War II. The F1M2 carried typical armament for an aircraft of its class, and carried two 7.7 mm. fuselage mounted machine-guns, which fired through the propeller. It also had a rear-firing Lewis type machine gun, which was carried on a flexible mount in the rear cockpit. Its offensive bomb load was very light and was limited to a pair of 132 lb bombs carried on underwing racks.

A total of 524 F1M2's were completed by Mitsubishi up to March of 1944, when production was shifted to Sasebo Arsenal, where an additional 180 were manufactured. No F1M2s survived the war.

Hasegawa has released a state-of-the-art kit with this latest Seaplane. The only other example in this approximate scale is the ancient Tamiya 1/50 offering - a good kit for its day, but it has been surpassed by this current release. The kit is well detailed and contains thirty-four parts for the cockpit alone, and



TECHNICAL DATA

F1M2 Type Zero Seaplane (Pete)

Model 11

Scale: 1/48

Kit No: JT096

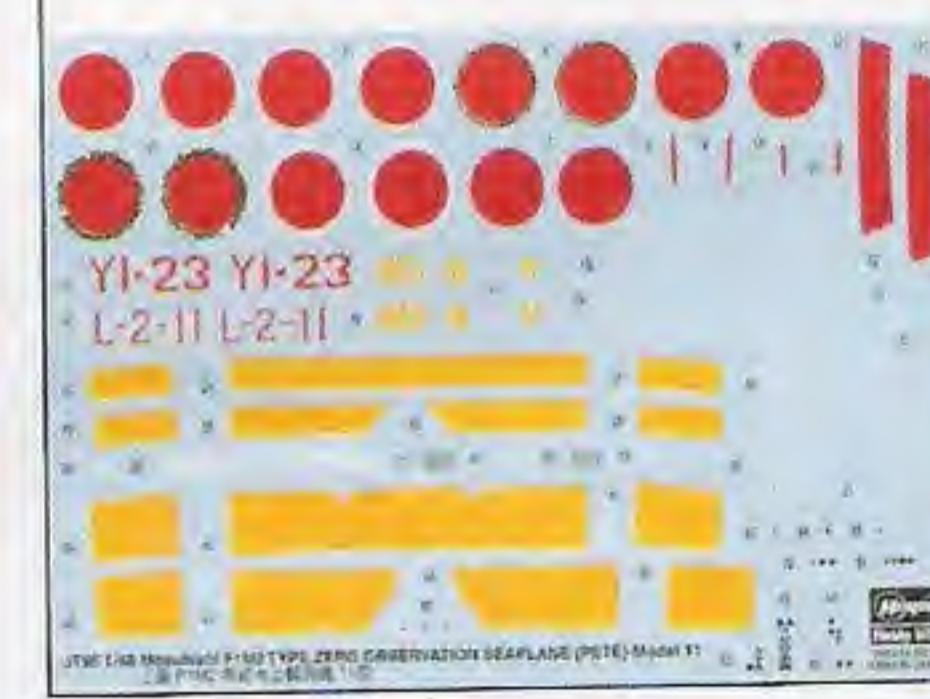
Price: £25.99

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Creative Models

US Importer: Stevens International



while it may not be an ideal subject for a beginner, it is a masterpiece of tooling. A separate etched set is available, and this is helpful in the cockpit areas but

General Notes

Color of aircraft was light gray all over until summer 1942. National insignia were plain red. Subsequently machines carried green on the topside and national insignia received a white border.

Recommended model paints could be White Ensign ACJ 06 Mitsubishi Navy Green and ACJ 12 Undersurface Grey Green.

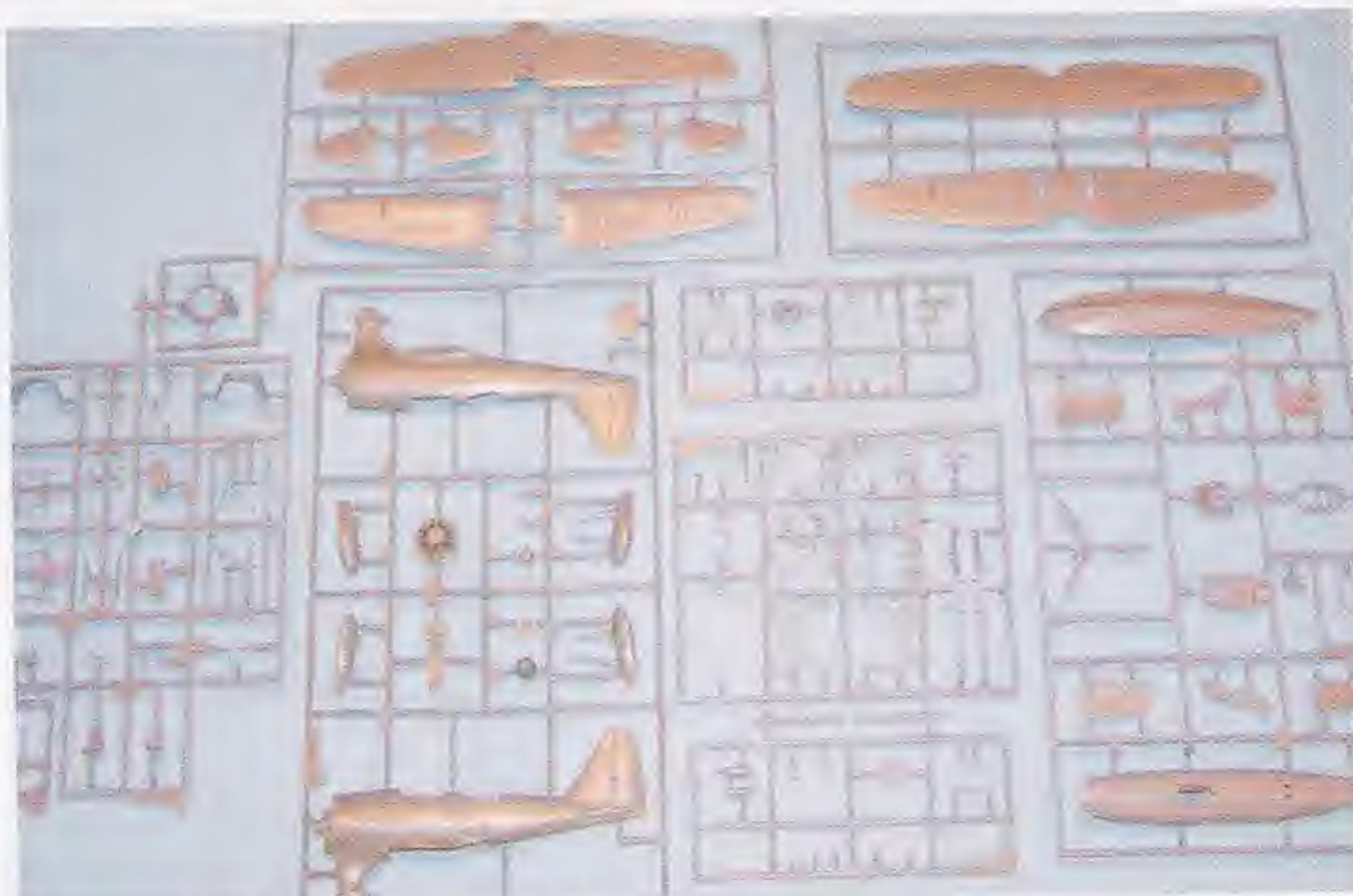
References

Imperial Japanese Navy Reconnaissance Seaplane, Bunrin Do, Japan, No. 47

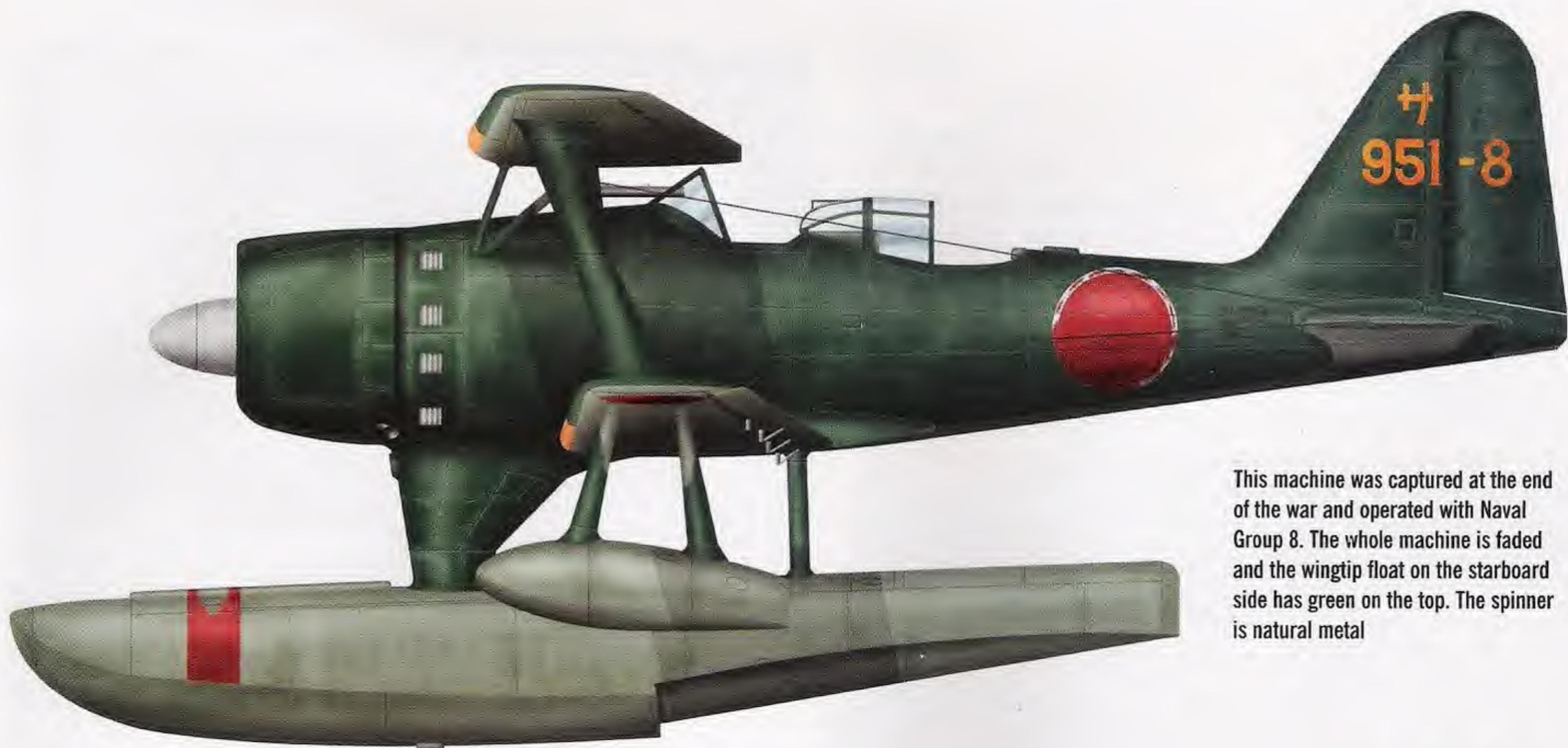
Japanese Aircraft of the Pacific War, Putnam Publications, UK, R.J. Francillon

Acknowledgment

Special thanks to Nico Braas, John Smith and Michikusa for their help in preparation of these colour profiles



Hasegawa's new kit is a welcome addition to the range



This machine was captured at the end of the war and operated with Naval Group 8. The whole machine is faded and the wingtip float on the starboard side has green on the top. The spinner is natural metal



Indonesia was a post-war operator of the F1M2 and used the original camouflage pattern with only the national insignia painted over. Even the original unit insignia was still visible at the time the machine was finally taken out of service and scrapped



F1M2 based on board the warship Tateyama. Tateyama's aircraft were marked by a white square, and this sample machine may possibly have a vertical rudder in insignia red. Camouflage paint is damaged in some areas

the parts for the rigging are a bit wide and flat for my tastes. I rigged my airframe with ceramic wire.

Construction

Construction began with the interior and this went together flawlessly, but I would recommend you take your time in assembling both forward and rear cockpits. I airbrushed all the cockpit parts with Gunze Mr. Color H126

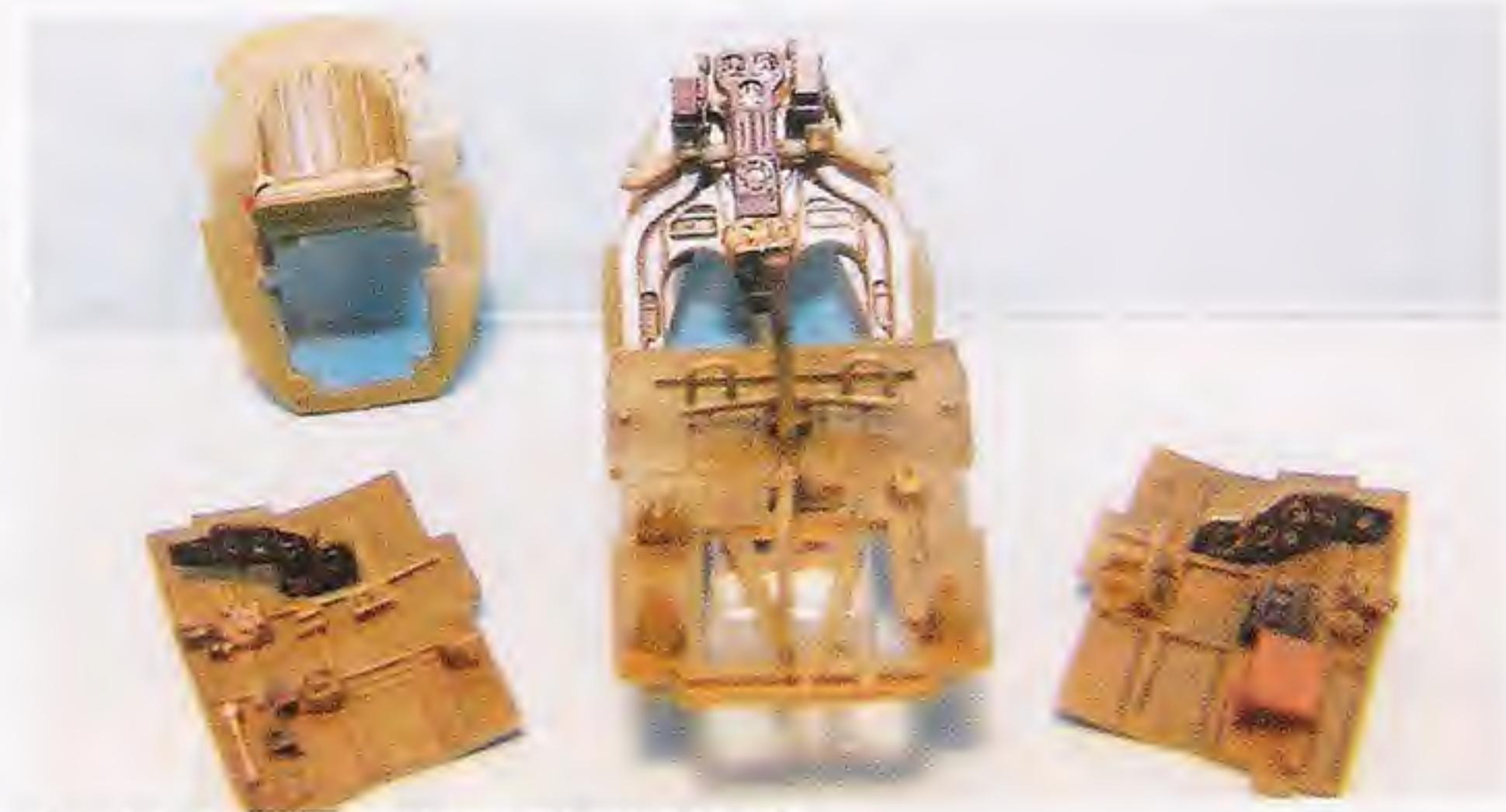


interior green (Mitsubishi). The etched brass parts were annealed and then painted the appropriate colours, and once everything was painted, I employed the appropriate washes with dark green Tamiya acrylic-based paints and picked out detail with lighter shades. I decided to drill out the barrel of the rear machine gun and this added some nice detail along with the photo-etch parts.

The cockpit parts fit very nicely into the fuselage halves and the wing fit is tight with very little filler needed. The float does require some weight in its nose to keep the airframe on the kit-provided dolly.

Painting and Finishing

I masked the cockpit areas and the two observation windows in the belly. The airframe was airbrushed with a decanted Tamiya spray paint IJN Green 2 (AS-21). This paint covers well and is a good match for the required color. I also painted the engine parts at this time, while I was waiting for the airframe to dry, and the engine parts were sprayed with Testors Metallizer Stainless Steel



The etched parts can enhance the cockpit nicely

Since this was a biplane I painted the upper wing separately and decalled it appropriately. The decals were minimal and went on in one session, settling down snugly with Micro Set, after which everything was sealed in with Gunze Flat Clear.



and given a wash of dark gray. The engine parts are fine for a closed cowling with spinner and prop in position, but a Vector resin engine set is available if you wish to open the cowlings.

Once everything looked good I weathered and added panel line detail to the separate sub-assemblies and then assembled the complete airframe. I also added some subtle paint chipping since this was an early machine from late 1942. The main float was secured to the base separate from the airframe, and this was made easier as the fit of the float was superb.

I like to use six-mil ceramic rigging wire. The brand name is Wonder Wire and it is easy to use, as it stays stiff, can be cut with an X-acto knife and the scale effect is better than the etched brass



rigging wire provided. Rigging should be taken in steps and approached with a lot of patience. The holes are all provided in the kit so no pre-drilling is required, and careful measuring should ensure a successful result.



Conclusion

The Pete has always been one of my favorite biplanes with its clean lines and high tail. Over the years I have either owned or built all the kits of this wonderful aircraft - 1/72 Fujimi, 1/72 Usk and 1/75 Hasegawa version, as well as the old 1/50 Tamiya kit. It is



nice to see this type given a modern tooling, and I hope Hasegawa will produce some more of the wartime seaplanes that the IJN employed.

● SAMI

References:

- Kojinsha, Maru-Mechanic #16 A5M & FM1 Pete, Japanese text only
- Kojinsha, Mechanism of Military Aircraft, vol. 16, A5m Claude & FM1 Pete (reprint of Maru Mechanic series) Japanese text only
- Kojinsha, Imperial Japanese Navy Seaplanes, Japanese text only

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Trouble at t'Mil

Corrections and Updates to HobbyBoss' Hips

By Ken Duffey

"If the tail rotor is on the right, it's a Mi-8; if it's on the left, it's a Mi-17."

That seems to be most modellers' perception about how to recognise the different variants of the ubiquitous Hip helicopter emanating from the design bureau named after Mikhail Leontyevich Mil.

It is slightly more complicated than that and, having written an email to the Editor of SAMI pointing this out, I foolishly volunteered to build the new HobbyBoss kits of the Hip to illustrate the differences, so here goes.....

Background

The prototype Mil Mi-8 made its first flight on 24 June 1961 powered by a single AI-24V turboshaft engine and featured the four-bladed main and three-bladed tail rotors 'borrowed' from the Mi-4 Hound helicopter. Never happy with a single engine, the Mil OKB

redesigned it to incorporate two of the then new Izotov TV2-117 engines and a new gearbox, but still featuring the four-bladed main rotor.

After various flight tests, the definitive five-bladed rotor was fitted and other detail changes were made, including the replacement of the curved flight deck windows with optically flat panels to reduce distortion. In this guise, the Mi-8 entered production at factory No 387 in Kazan, the capital of the Tatar Autonomous SSR.

Such was the demand for the new helicopter, a second factory was set up in Ulan-Ude, the capital of the Buryat Autonomous SSR – now renamed as the Ulan-Ude Aircraft Production Association. Between them, these two plants built more than 11,000 Mi-8s of all versions and production is still continuing, with new – and rivalling – versions being produced by both plants.

Differences

There are dozens of variants of the Mi-8, but for recognition purposes, it is convenient to categorise them into 'first' and 'second' generation models. There are now 'third generation' Hips, but I'll cover these another day...

The first generation Hip can be recognised by having the tail rotor mounted on the starboard side of the tail boom. But there is more to it than that. The engine intakes are longer and are not fitted with particle separators, the turbine exhaust nozzles are circular with thin pipes running along the front and the engine cowling curves down to meet the tail boom in a continuous line. These Hips bore the designation Mi-8T (for transport) or Mi-8P (for Passenger), followed by a bewildering array of sub-types – Mi-8TV, Mi-8PS, PA, TS, AT etc etc.

The second generation Hip took to the air on 17 August 1975 and had an uprated engine – the TV3-117MT –

in association with



TECHNICAL DATA

Mi-8 Hip-C

Scale: 1/72

Kit No: 87221

Price: £11.99

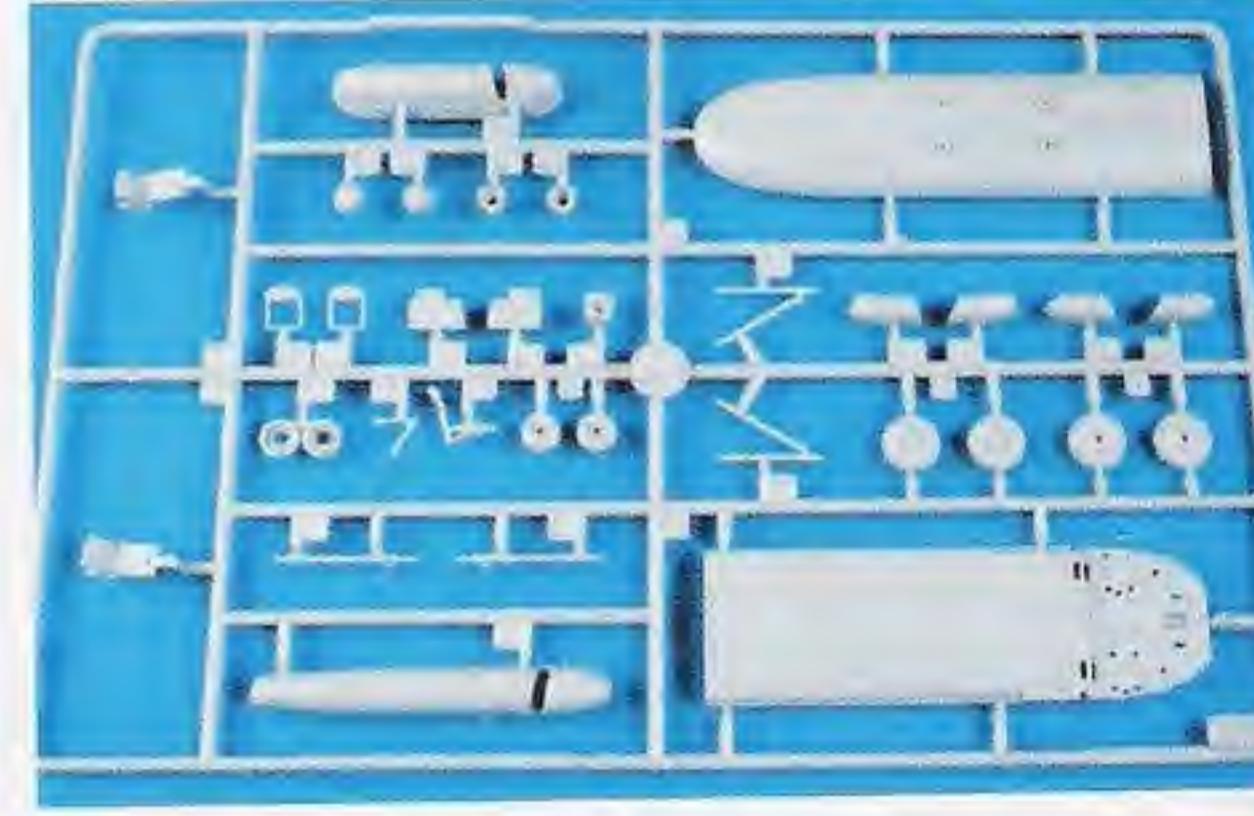
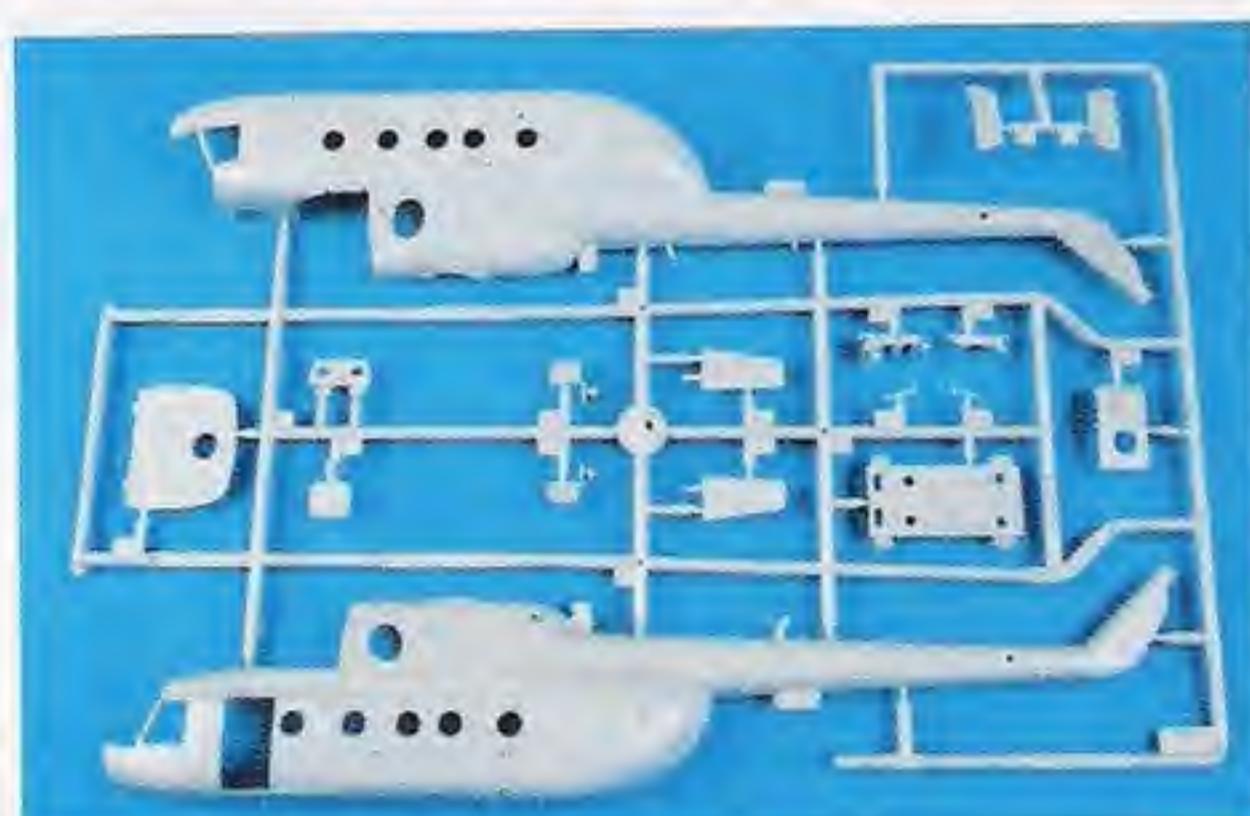
Type: Injection Moulded Plastic

Manufacturer: HobbyBoss

UK Importer: Creative Models

US Importer: Squadron

which needed a built-in APU. This was located transversely behind the new main gearbox, with an intake to starboard and an exhaust to port – completely altering the contours of the rear engine cowling. The engine exhaust





Clear sprue and decal sheet for Mi-8T



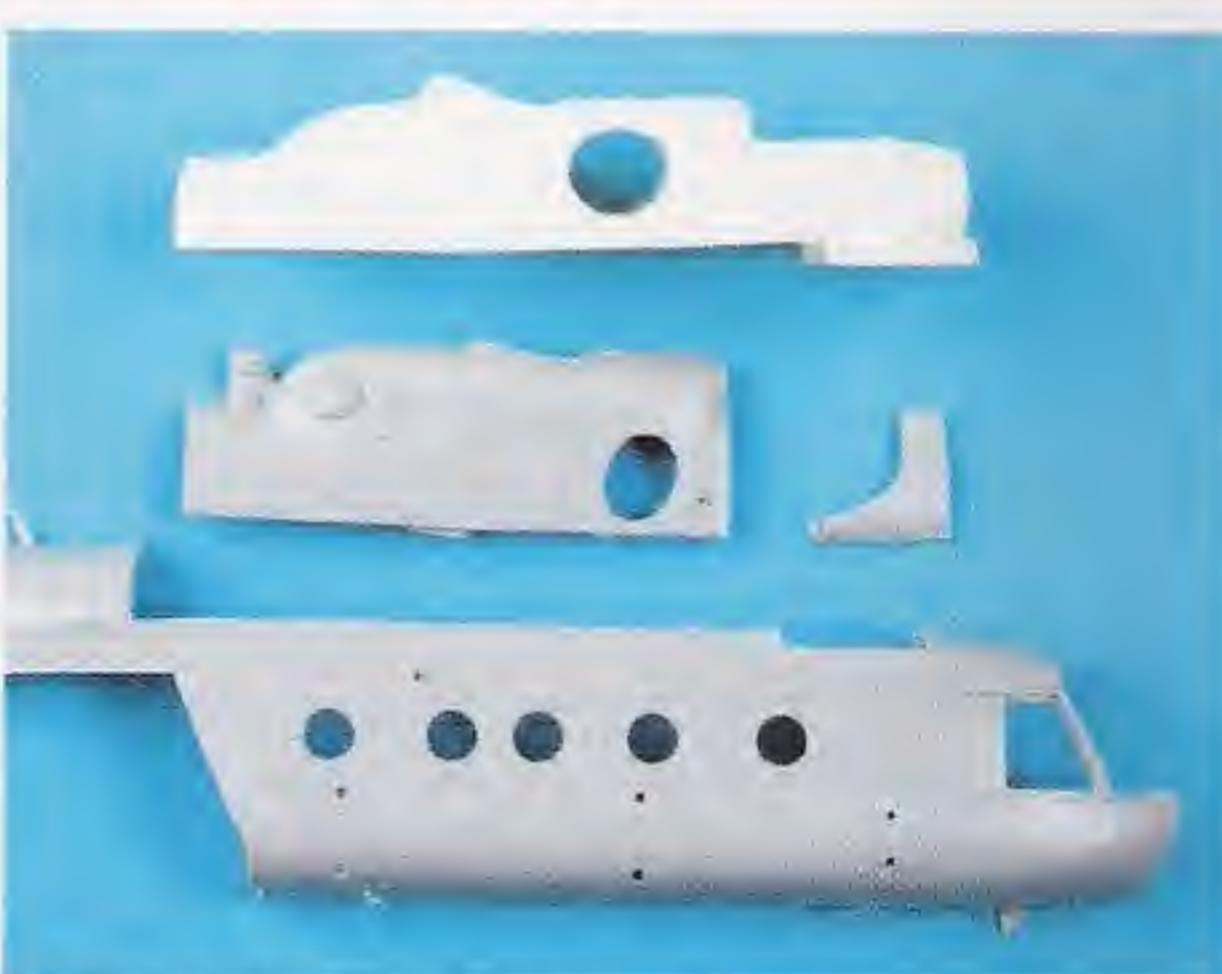
Removal of clamshell doors is easy



Mi-8T cockpit before the backs of the binnacles had been filled in and seat belts added



Pavla resin conversion set for the Mi-8T



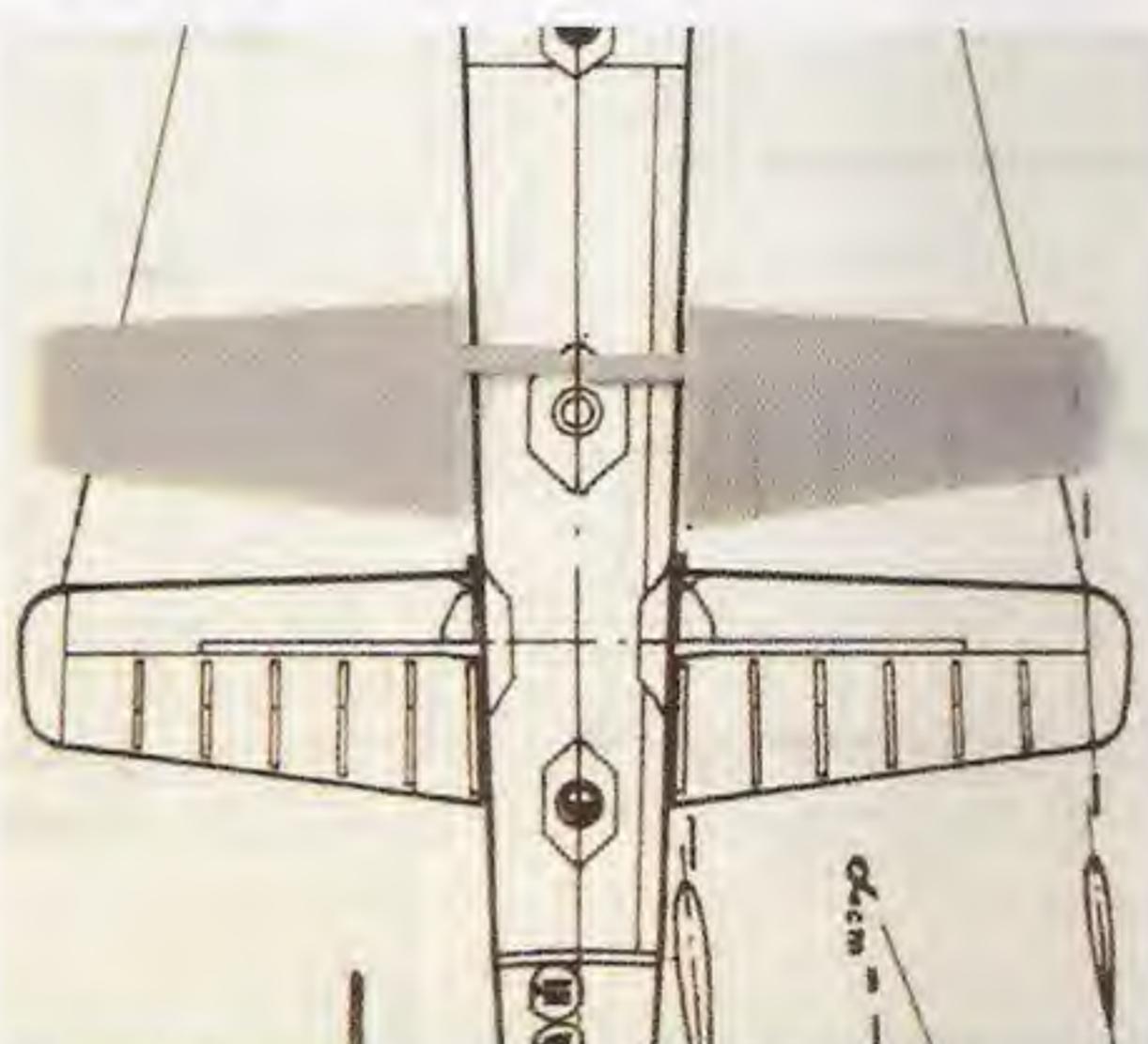
The kit engine cowling removed



Pavla's replacement cowling cemented in place



Mi-8T (lower) showing the replacement cowling and scratchbuilt shorter fuel tanks compared with the Mi-8MT (top)



Modified tailplane on the right



Modified mainwheel struts

nozzles were changed to oval section and lost the small pipes and a small teardrop-shaped bulge appeared behind the exhaust on the port side. The engine intakes were cut back - in order to fit the dome-shaped particle separators and still allow the roof hatch to open.

Finally, the tail rotor was moved from starboard to port, switching from a tractor to a pusher - it still turned clockwise (when viewed from the hub) - increasing the tail rotor authority dramatically. The new version was given the designation Mi-8MT - and again spawned a variety of sub-variants, MTV, MTI, MTPB, MTSh etc. Export variants were allocated a new number - Mi-17 - with their own sub-variants.

Modelling the Hip

Until the recent releases by HobbyBoss, the only kits of the Mi-8 Hip in 1/72 were those from KP, Italeri, Revell and Zvezda. They were all essentially the same original KP kit reboxed with various clean-ups and updates. The second Zvezda kit (boxed as a Mi-17 No 7253) looks to be a new moulding with separate clamshell doors and other improvements - but it suffers from the same inaccuracy common to all of the above - namely the shape of the front cockpit glazing. The real Mi-8 has a distinct curve to the top line of the windows when viewed from the front. There have been a couple of vacform replacement cockpit windows

from Prop & Jet and Ciro, the latter being still available.

This new mould is accurate in outline, has the correct glazing and has some of the most exquisite surface detail that I have ever seen. HobbyBoss have so far kitted two Mi-8s, one purporting to be an early Mi-8T Hip-C, the other a Mi-8MT Hip-H kit No 87208. Unfortunately the two kits are exactly the same mould and represent the later second generation Mi-8MT. All they have done in the Mi-8T kit is to change the instruction sheet to show the tail rotor mounted to starboard - it is shown as 'Optional' in the Mi-8MT/Mi-17 instructions. Much more needs to be done to make a correct Mi-8T.

I also decided to make two models in parallel, an early Mi-8T 'plain Jane' workhorse plus a Mi-8MT in Afghan trim, complete with weapons and other fittings.

Making a Mi-8T Hip-C

Czech company Pavla have made the job easy for us by releasing a resin set of the complete engine decking, intake trunking and two circular exhausts - the latter having some internal structure and the prominent 'pipes' on the front edge. I

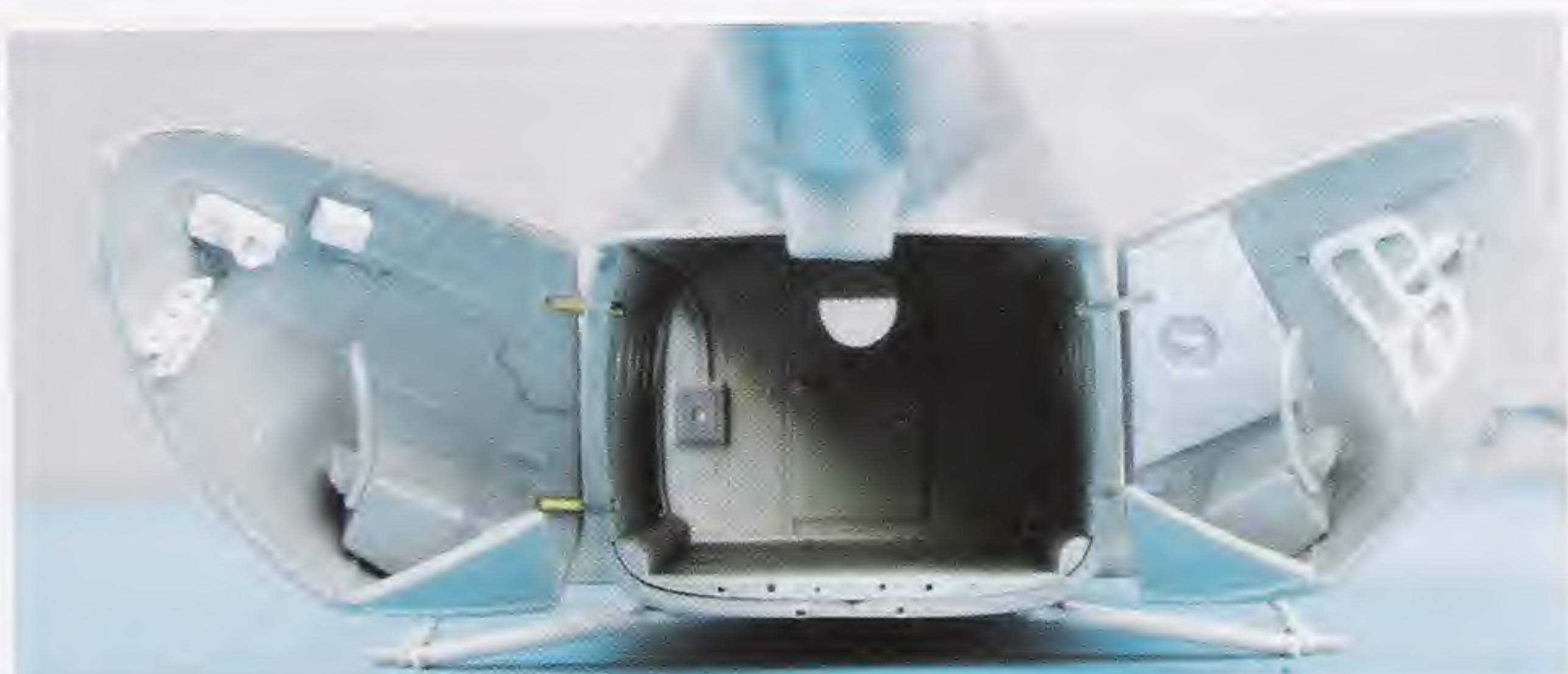
would advise dry-fitting and sorting out the exhausts before cementing the resin decking in place as there is nothing on which to mount the exhausts, just a hole.

I fitted a section of plastic card vertically inside the resin casting on the centreline to blank off the holes and to provide a mount for the resin exhausts. I fitted the exhausts at the end of the build after all the painting was done but I had to do a bit of fettling to get them sitting right. I also wanted to show the clamshell doors open and this is easily achieved by sawing them off along the grooves conveniently moulded inside the rear fuselage.

Construction is straightforward. Hobby Boss's interior is very well done, with floor and ceiling parts and internal ribbing detail moulded inside the fuselage halves. Troop seats are not provided, which is a shame. I left my interior bare ready for drive-in cargo, but Pavla now do a set of resin seats complete with strap detail should you wish to furnish yours. The crew compartment is also well detailed, with crew seats, instrument binnacles, separate cockpit/cabin bulkheads, overhead consoles, cyclic and collective levers and rear cabin 'jump seats'.



Detail added to the inside of the clamshell doors



The clamshell doors temporarily fitted in place



Tamiya tape and Maskol was used for the rest of masking

The crew seats need the addition of seatbelts and the two small moulded-on squares on the bulkhead behind the seats are first aid boxes – so I painted mine white and added red crosses.

Interiors seem to be either pale grey or pale blue-grey, so after painting and adding the circular cabin windows the completed interior was cemented inside one fuselage half and the fuselage was closed up. The Pavla resin engine decking was superglued into place and the few small gaps filled with putty.

The two horizontal 'tailplanes' as moulded by HobbyBoss lack any rib detail, a curious omission given the superb detail in the rest of the kit. Also, some Hips have the area between the two lower vee struts on the main

undercarriage 'filled in' with a triangular metal cover. Pavla now also make both as resin replacements complete with new mainwheels, but I elected to do my own.

I simply scribed rib detail onto the kit tailplanes and used thin plastic card to make the undercarriage cover. Note that not all Hips have this cover, so check your references carefully.

The rest of the build was as per the instruction sheet. The tail rotor 'turret' was fitted pointing to starboard, the triangular blades on the nose underside and under the tail fin were replaced with etched-brass 'Odd-Rods' IFF aerials (the triangular blades represent the later SRO-1P 'Parol' IFF system) and the blade aerials on top of the tailboom were replaced with two longer aerials more

appropriate on this early variant.

There are two indentations moulded on the fuselage underside, between the nose glazing and the nosewheel. These are retractable landing lights, but HobbyBoss does not include any clear parts for them – so a drop of Kristal Klear is needed.

Eduard have released a set of canopy masks for the Mi-8, which is a godsend for the complex nose glazing. I have never used any, before but I bought three sets and I was very pleased with the results. In retrospect, I should have painted the rims of the circular window openings before adding the glazing, because after removing the Maskol I was left with an unpainted rim around the windows, which I had to carefully touch in at the end.

Eduard's set also includes pieces for the main- and nosewheels – again very useful as the HobbyBoss wheels, although well detailed, do not have a very prominent rim on the wheel hub to aid painting.

The main rotor blades are moulded without any droop and the rib detail is raised and far too prominent, which is strange as the rest of the kit detail is so well done. After sanding off most of the raised detail, the blades were bent by slowly pulling them between thumb and fingers until they adopted a gentle curve. The rotor hub has some exquisite detail, which can be brought out by careful painting and shading.

The blades were attached to the hub, painted medium grey, then masked so that the silver leading edges could be painted. Then the tips were painted yellow with black detail. HobbyBoss provides decals for the rotor tips, but I elected to paint mine. The tail rotor is pale grey with off-white leading edges and red tips.

As I wanted to depict an early Mi-8T, I airbrushed the model in an early scheme of all-green topsides with blue undersurfaces. The green was just taken from a tin of Humbrol paint that I happened to have in my collection. I wasn't too worried with colour matches as I have seen photos of Hips varying from glossy bright green to a dull faded tone and it was the latter colour I wanted for my workhorse. I used Humbrol 65 for the blue undersides. The simple codes for 'Yellow 43' came from the spares box.



Eduard masks applied to the cockpit windows



Rotor hub detail



Opened clamshell doors and new aerials on the tailboom



Mi-8T. The major differences are apparent in profile



Mi-8MT



Rear clamshell doors open – note emergency hatch inside



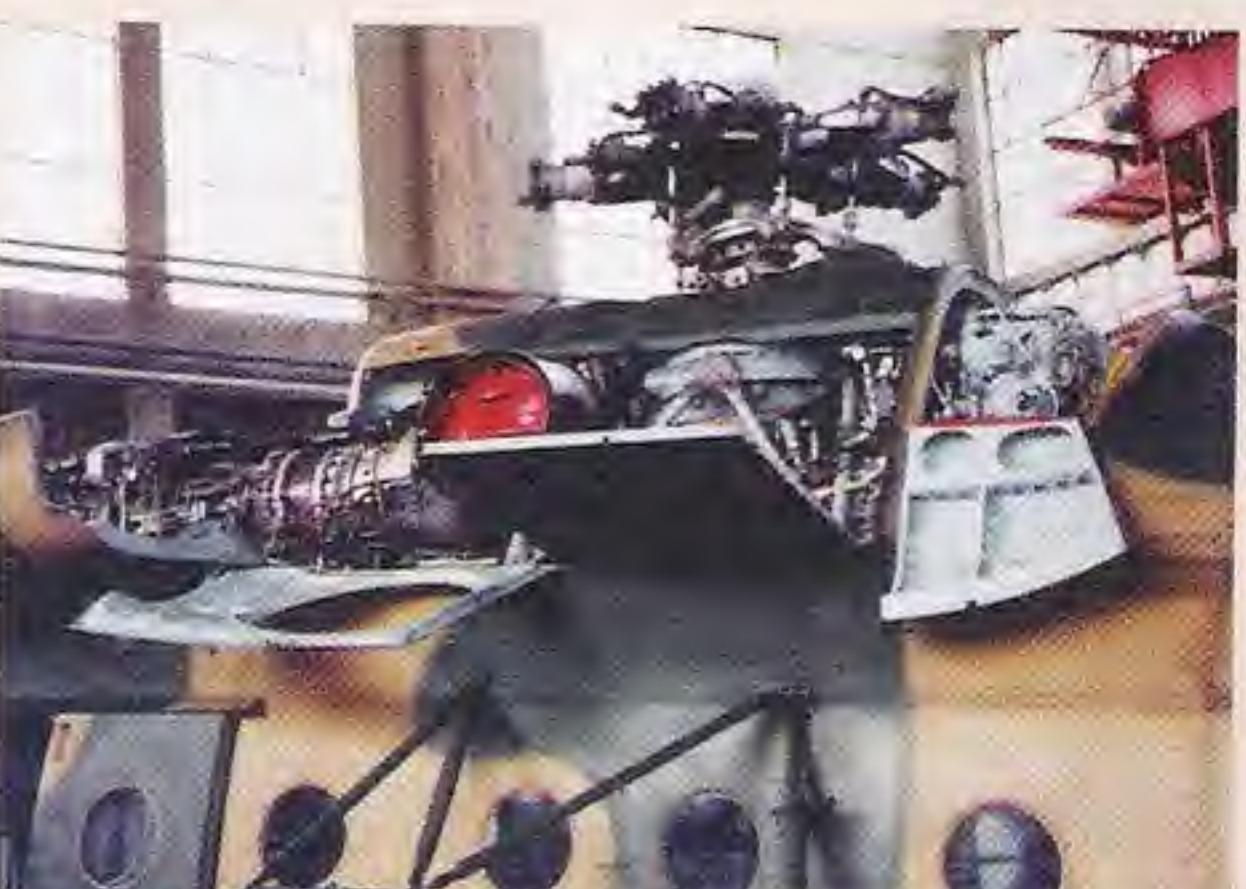
Rotor head



Cabin heater exposed



Starboard armour with missing centre panel



Open engine cowling



Circular exhaust on Mi-8T with four small pipes



Oval Mi-8MT exhaust pipe



Starboard 3-pack chaff/flare dispenser



Port side chaff/flare pack



Winch mounted above the port side door



Close-up of flexible machine gun mount and cover



Nose detail on Mi-8MT – note machine gun mount and missing armour panel



Mainwheel



Making a Mi-8MT 'Afghan' Hip

For my second Mi-8, I wanted to depict a fully armed Hip as used by the Soviet forces in Afghanistan. HobbyBoss's Mi-8MT/Mi-17 kit is the correct variant, but it does not include any armament so I had to raid other kits to get the bits I wanted. The internal build was the same as the Mi-8T, except that I added a short row of bench seats (from a Revell Mi-8 kit) inside where they can be seen through the open cabin door.

I had a bit of trouble getting the two-part engine exhausts to fit because they are rigidly cemented into place onto the cabin roof and you then have to fiddle the fuselage halves over them. On a subsequent build I left the parts loose and only fixed them in place after the fuselage was assembled.

A common field modification in Afghanistan involved the removal of the emergency escape door located inside the starboard clamshell door and the

installation of a pintle-mounted PKT machine gun, so, as an afterthought, I opened up an aperture ready to take the weapon.

Another modification was to add the internal crew armour plates fitted inside the sliding side windows. This involved two simple shapes cut from thin plastic card cemented inside the window opening and painted black.

The Hips used in the Afghan conflict featured a Kalshnikov PKT machine gun on a flexible mounting in the front nose glazing. This was modelled on my Hip by first carefully opening up a circular hole in the centre panel below the centre windscreen. The canvas cover was carved from a section of plastic knitting needle to form a 'plug' with a central hole in the front to fit the barrel of the machine gun later.

According to some internet correspondence, these Afghan Hips also had some plate armour fitted in front of

the pilot's feet - and for additional protection, the crew used to stow their parachute packs inside the nose as well. I added a couple of plastic card rectangles to represent the armour and used a scrap part to represent a parachute pack or canvas bag. The part of the plug protruding inside the glazing was carefully painted a canvas colour and a machine gun breech and mounting brackets were installed before cementing the nose glazing in place.

The undercarriage legs were 'filled in' and the rest of the build followed the kit instructions.

The Russian decal maker Begemot have released two excellent sheets in 1/72 for both the Mi-8 and Mi-17 and I elected to use those on sheet 7214 to depict a Mi-8MT from 262 Independent



TECHNICAL DATA

Mi-8MT/Mi-17 Hip-H

Scale: 1/72

Kit No: 87208

Price: £11.99

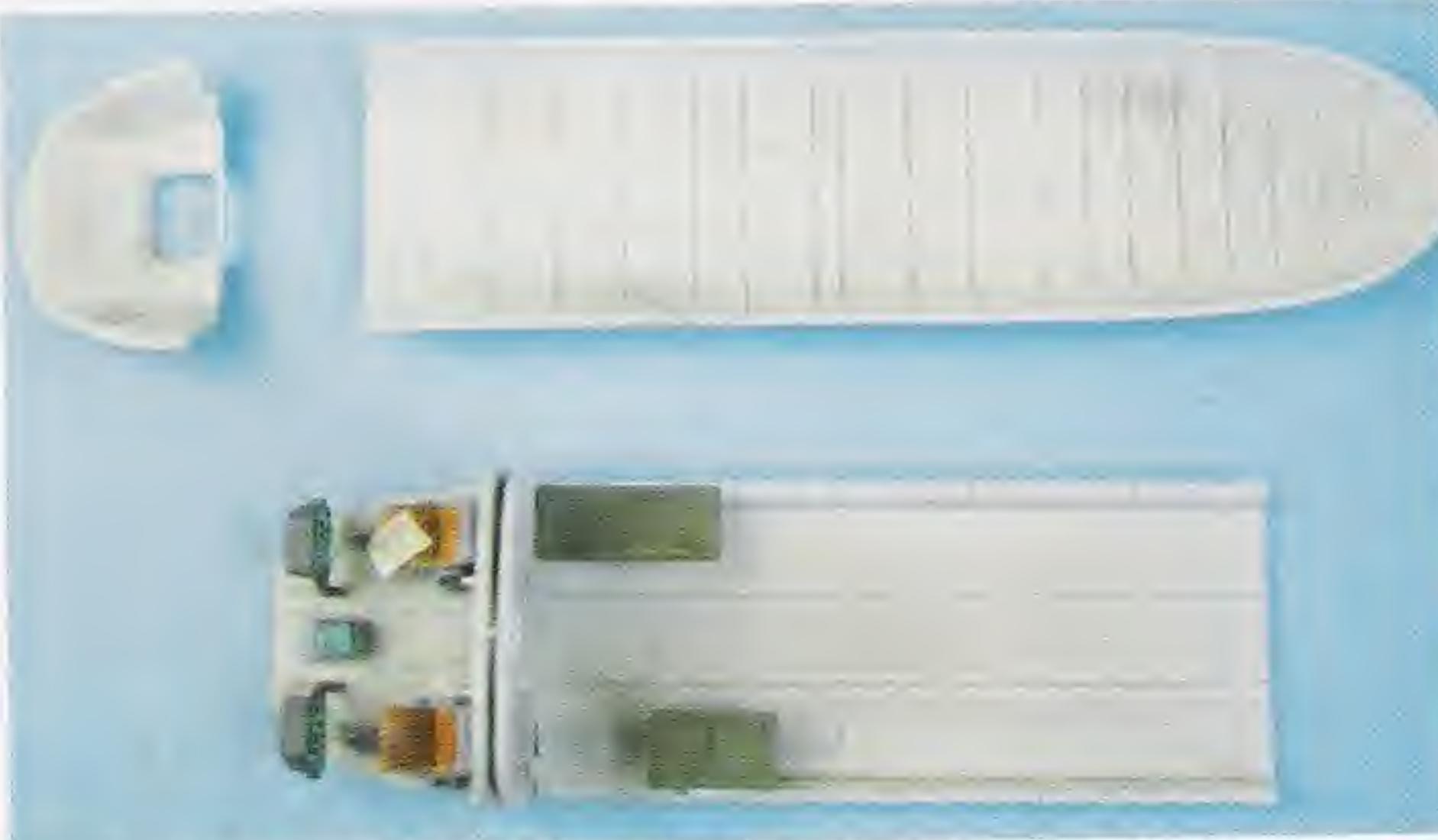
Type: Injection Moulded Plastic

Manufacturer: HobbyBoss

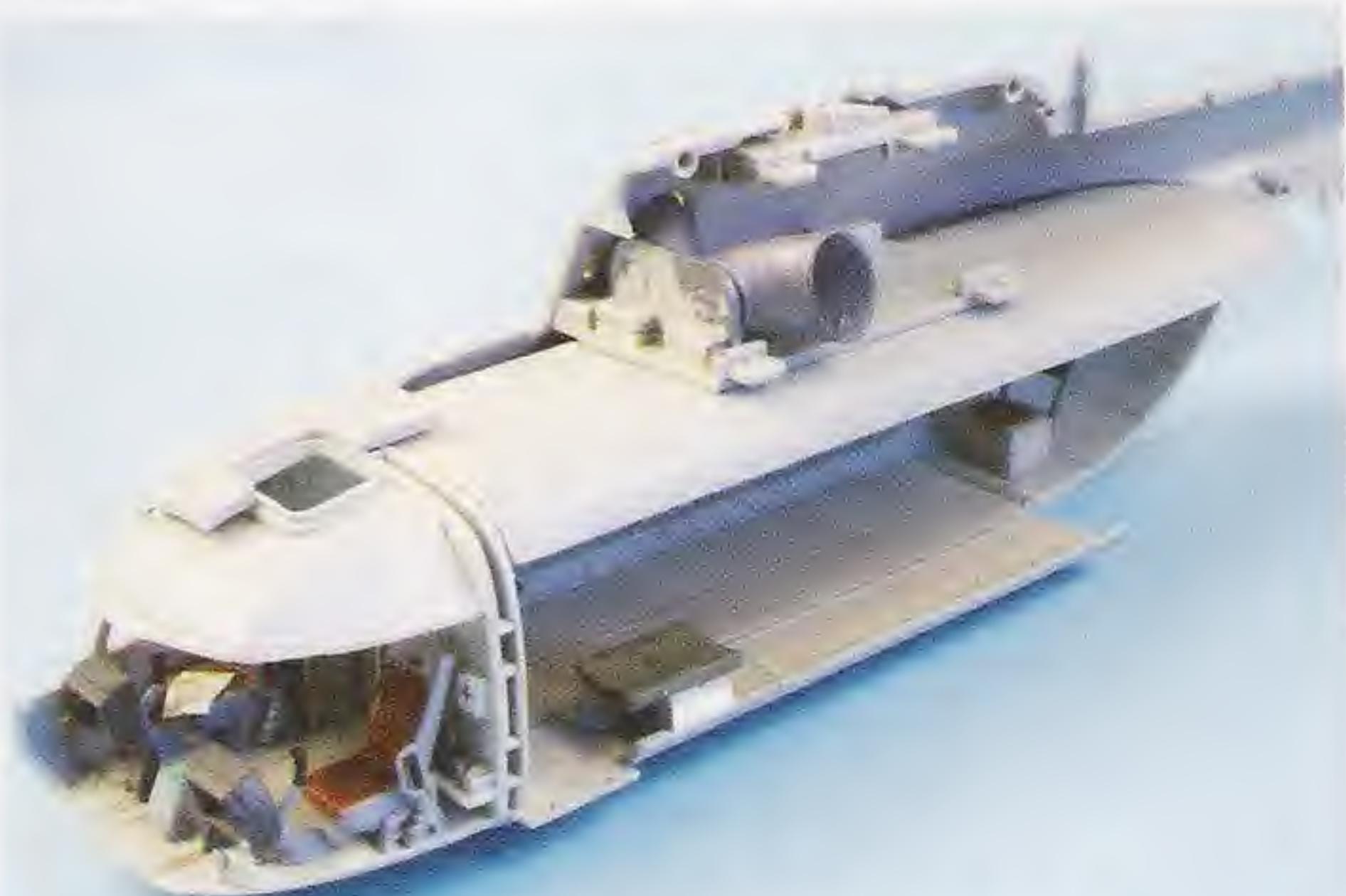
UK Importer: Creative Models

US Importer: Squadron

Helicopter Squadron, based at Kandahar in January 1989. Using Begemot's colour recommendations, I used Humbrol enamels to airbrush the camouflage pattern.



Internal parts of the Mi-8MT. There should be instrument panels in the cockpit roof



Binnacles and seat belts are not yet altered. The exhaust pipes are already painted and mounted in position



The emergency access door cut out



Pilot's & co-pilot's Kevlar armour panels made from thin plastic card



Hole cut in nose glazing – a plug made from a plastic knitting needle is carved to shape



Front armour & seat belts installed

The weapons outriggers were sourced from the Zvezda Mi-17 kit. These very accurately depict the struts, pylons and multitude of tiny steadyng braces found on the real thing, so after assembly, holes were drilled in appropriate places in the HobbyBoss fuselage and the outriggers were fitted in place. I wanted to show a different weapons load, so I chose the UPK-23-250 cannon pod from a Dragon Su-24 Fencer kit and two resin B-8V20



Modified Exhaust mixer on right

small piece of plastic card to represent the armour plating and the machine gun was cemented in place. The large EVU exhaust/air mixers were found in Italeri's Mi-24 Hind-D kit – they are the same type as fitted to the Mi-8MT. The modified IR suppressors were cemented in place over the kit exhaust pipes and bracing struts were fitted as per the drawings I consulted.

The external winch supplied by HobbyBoss is not quite correct. The whole bracket pivots and when not in use the arm sits parallel to the fuselage with the large domed box at the front end. I modified mine by bending the arm forward and fitting the box to the front. I also added a rear bracket using a cut-down section from the alternative winch bracket that HobbyBoss includes on the sprues. It isn't 100 percent correct – but it improves on the kit item.

Afghan Hips were also fitted with a three-cassette ASO-2V Chaff/Flare dispenser pack fitted inside a fairing attached to the rear fuselage above the mainwheels. I couldn't find anything that resembled these in my spares box and I didn't feel that I had the necessary skills to drill 32 tiny holes in a piece of plastic

rocket pods from my spares box. I don't know if this combination was actually used – but I have seen photos of both weapons being used - albeit on different machines - and they certainly did have asymmetric loads on some aircraft.

The barrel of the nose PKT machine gun was fitted with an etched-brass ring and-bead sight and the complete assembly was inserted into the hole in the canvas-covered nose mounting.

A rummage through the spares box found something that looked a bit like the PKT weapon in the clamshell door, so a plastic rod mounting bracket was installed inside the opening as well as a

card measuring 1mm by 8mm – and repeat it five times, plus fabricate the mountings and fairing. I am patiently waiting for some resin aftermarket parts that I hope someone will produce?

Conclusion

The Mi-8 helicopter has spawned

hundreds of variants and the potential for conversions is enormous. The arrival of these state-of-the-art kits might prompt the aftermarket guys into making some conversion sets – as well as some 'standard' parts such as the exhaust/air mixers, chaff/flare dispensers, correct winches, internal details, weapons sets etc.

In the meantime, I am doing my own major conversion – making a 'third generation' Mi-8MTV-5 with dolphin nose and rear ramp – but that is an article for another day.

• SAMI



American Patrol

Only Men



Every few years, Columbia, South Carolina goes crazy. And I'm not talking about when the hometown favorite (American) football team, the South Carolina Gamecocks, wins against their arch nemesis, Clemson University.

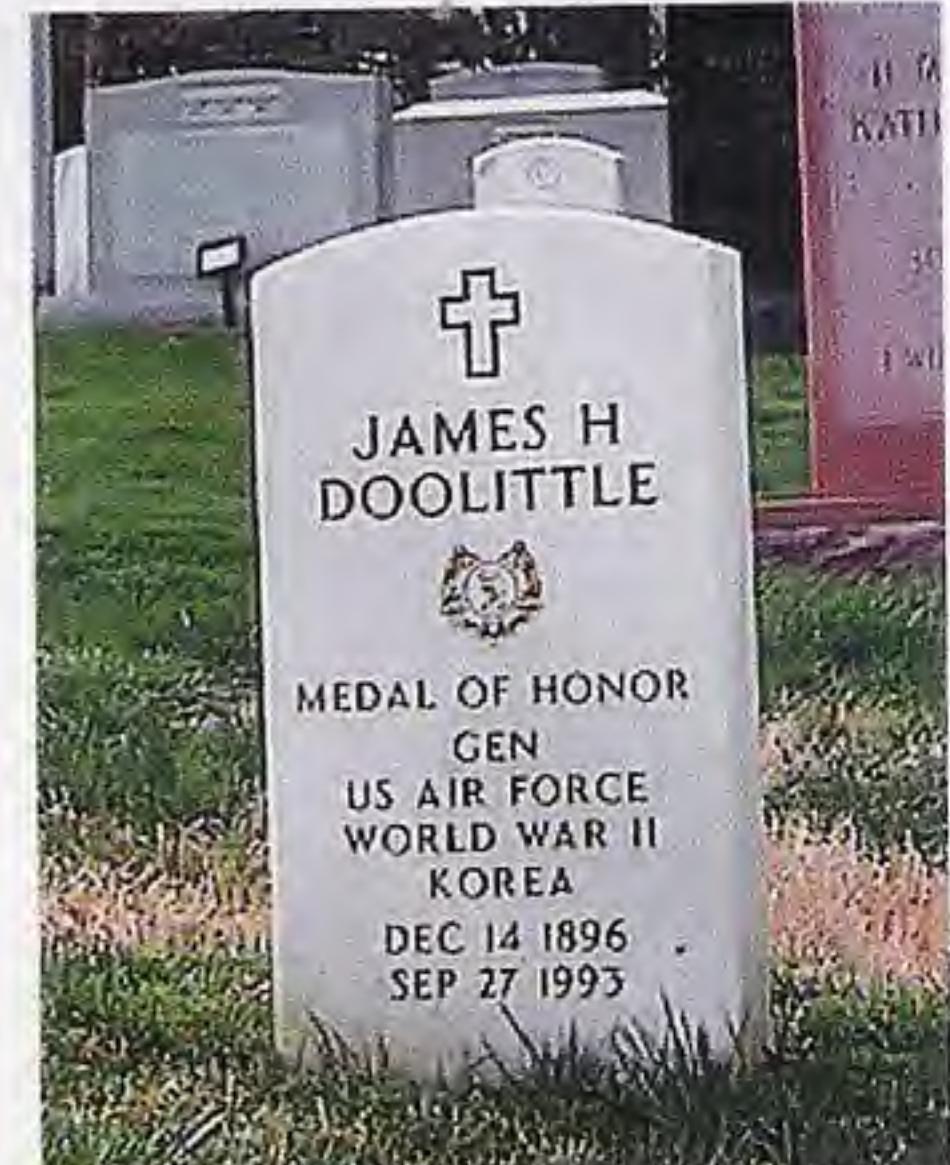
No, I am talking about when the Doolittle Raiders, as they are called, come to town for a reunion. Considering that these true heroes have a highway interchange named after them, eighty palm trees planted in their honor on the main street leading into Columbia, and numerous historical markers, this should come as no surprise. What every Columbian that is worth his or her historical salt knows is that this is where the men were first separated from the boys—except that there were no boys—only men.

Eighty men began their inevitable passage into history at Columbia Air Base in a sleepy part of Lexington County in February 1942. All of these were told that a dangerous mission would be undertaken for which training would begin in Columbia. When Colonel Doolittle asked for volunteers, all eighty aircrew present 'stepped up to the plate.' So—there was no separating the boys from the men. There were only men.

We don't need to repeat the story of what the Doolittle Raiders eventually accomplished. That's one for the history books. What you should know is that it started here, in this incredibly hot and humid town in the Deep South. It doesn't even matter why the Air Corps chose Columbia to gather up the crews for what was said would be Atlantic anti-submarine patrols.



Lieutenant Colonel Richard Cole walks around a vintage WW II B-25 bomber at Columbia Metropolitan Airport before taking a flight. (Photo by Erik Campos for The State)



A simple headstone marks the grave of General Doolittle in Arlington National Cemetery outside Washington, DC (photo by Russell C. Jacobs)



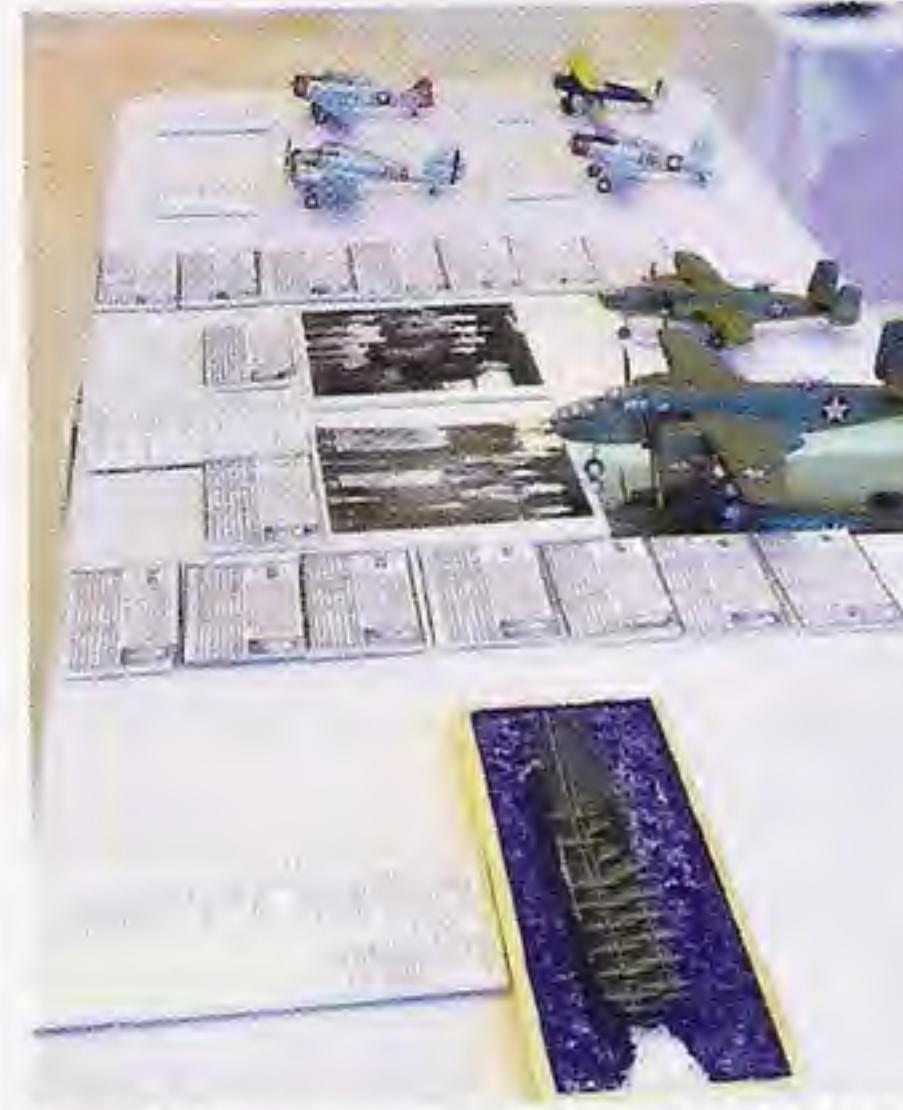
Lieutenant Colonel Richard Cole at the controls of a B-25 flies over Lake Murray outside Columbia. (Video capture of video provided by The State newspaper)



The crew of Plane #1, commanded by Colonel James Doolittle (second from left). Lieutenant Richard Cole, with his thumb in his pocket, is standing next to Doolittle. (National Archives photo)



Tired but safe in China, Jimmy Doolittle is fifth from left. None the worse for wear judging from his grin, Richard Cole is to Doolittle's right. (National Archives photo)



One of the numerous IPMS model displays at the reunion festivities at Columbia Airport (photo by Hub Plott for Scale Aviation Modeller International)



Hub Plott built this Accurate Miniatures B-25, in the markings of Captain Ted Lawson's 'Ruptured Duck,' in record time (photo by Hub Plott for Scale Aviation Modeller International)



Jimmy Doolittle sits near the wing of his wrecked B-25 somewhere in China (USAF photo)



Four of the eight surviving Doolittle Raiders attended the reunion. They are (left to right): Richard Cole, Tom Griffin, Robert Hite, and David Thatcher (photo by Erik Campos for The State)

wounded crew members evade capture by the Japanese. He was a Flight Engineer / Gunner on Captain Ted Lawson's crew in Plane #7.

When I was a kid, there weren't any boys in my neighborhood who hadn't read *Thirty Seconds over Tokyo*, by Captain Ted Lawson, and we had all seen the movie on TV. I must have read that book four times before I got out of grade school. The first time I read it was in fourth grade. The raid had only been twenty-two years ago back then.

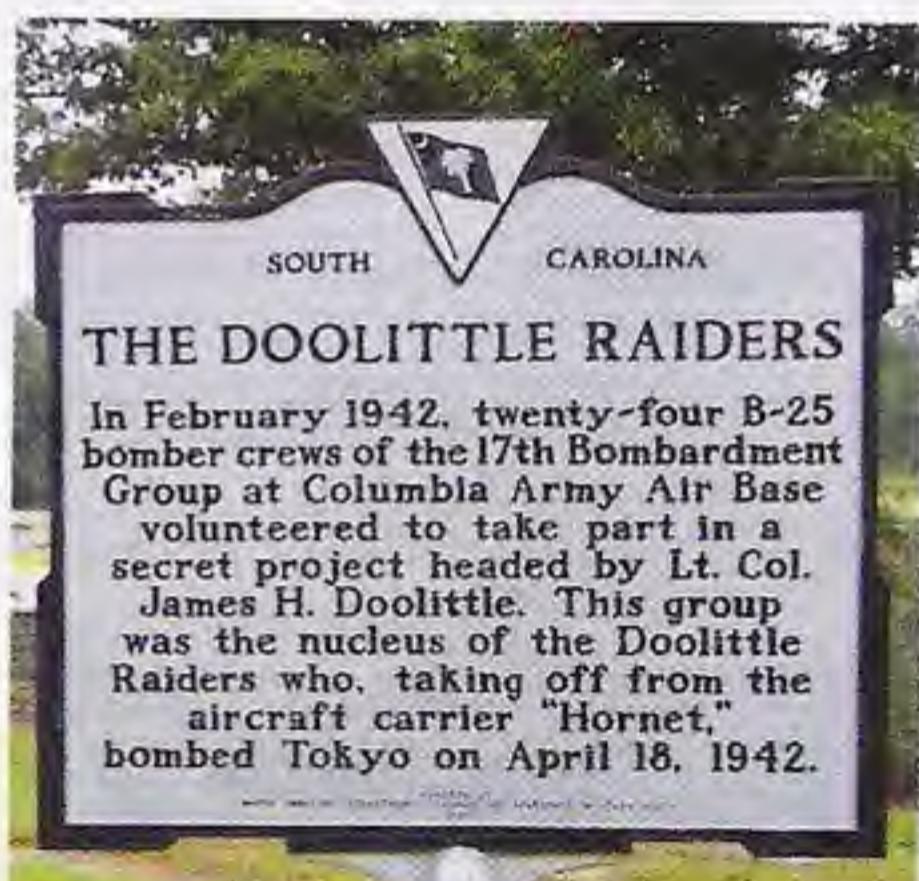
The other two Raiders who came to Columbia were Major Thomas Griffin of Cincinnati, Ohio and Lieutenant Colonel Robert Hite, born in Odell, Texas. Major Griffin was the navigator (and a Lieutenant) on Plane #9. Lieutenant Colonel Hite was a Lieutenant in 1942 and was the copilot of Plane 16, which was the last B-25 to leave the Hornet.

Major Griffin would later serve as a B-26 pilot and was imprisoned by the Germans for almost two years after being shot down. Lieutenant Colonel Hite was taken prisoner by the Japanese. He was half-starved and tortured before finally being discovered by American troops in 1945.

I was unable to attend the reunion but I watched the video interviews. These men are all gentlemen, of course, and we could all take a lesson from their cheerfulness and sense of humor, to say the least.

For 46 years they have been heroes to me and they always will be.

SAMI



This is one of three historical markers in Columbia that commemorate Air Force operations around the city during WW II. This one is located at Columbia Airport



Think that replica of the Hornet is big enough? Local model builder Jerry Branch displays his tribute to the Doolittle Raiders, a replica USS Hornet with a B-25 launching off the deck (USAF photo)



Brigadier General James Kowalski, Commander of Air Force Global Strike Command, gets his copy of artwork autographed by Richard Cole (USAF photo)



Mrs. Phyllis Nielsen locates her late husband's B-25 on a model of the Hornet. Lieutenant Chase Nielsen was the navigator on Plane #6. He was tortured but never gave any information but Name, Rank, and Serial Number. (photo by Hub Plott for Scale Aviation Modeller International)



Resin aircraft guru Hub Plott of Lexington, South Carolina shows his Accurate Miniatures model of the B-25 piloted by Captain Ted Lawson to David Thatcher who was a Flight Engineer/Gunner aboard this aircraft



B-25s crowd the deck of the Hornet (National Archives photo)

Wham Bam! Thank you Camm

Montex's 1/32 Hawker Fury Mk 1

Much has been written about the Hawker Fury by those with considerably more expertise than I. Suffice it to say that the Fury is considered by many to be the most attractive of all the RAF's biplanes. I must admit I would be hard pressed to think of one that is sleeker and faster-looking. The Fury epitomised the 1930's RAF: what a sight the aircraft performing formation aerobatics tied together at Hendon air displays during the period must have been. The aircraft also seems to have

captured the imagination of the 1930's advertising designers, and featured in popular campaigns such as that for Black and White whisky, that appeared on the back of Popular Flying journal. Several of the aviation firms of the day also used the Fury in their adverts, capitalising on the success of the type in RAF service and with other air arms across Europe.

At present there are two original Hawker Furies extant, although neither is on public display as both are undergoing restoration - one with the Historic Aircraft Collection and one with the Cambridge Bomber and Fighter Society. A replica Fury can be found at Brooklands and the replica created by Viv Bellamy for the Hon. Patrick Lindsay was kept at Old Warden with the Shuttleworth Collection until 2003 when it returned to Belgium.

The Kit

This kit is the third from Montex in 1/32, following on from the Gloster Gamecock. It features 111 grey resin pieces, fifteen white metal parts for the struts and a photonegative film for the instruments and windscreen. A few air bubbles were present on my kit but



(Srecko Bradic collection)

nothing that a drop of superglue could not fix. The instructions are presented in an A5 booklet with what appear to be hand drawn construction diagrams, which follow a logical sequence. Also included are two loose A5 sheets printed in colour with the markings options on them. This being a Montex kit, there are no decals but three sheets of vinyl masks covering all of the markings.

No plans are included with the kit, and I feel these are essential to build this model, so the purchase of the Mushroom book Hawker Fury and Nimrod was necessary not only for its

plans, but also for the wonderful detail shots of the Nimrod's cockpit, which shares many similarities with the Fury. The plans in the book are 1/48, but if you enlarge them by 150% on a photocopier they become 1/32. The kit does not quite match the plans but I think it's fair to say the finished model looks the part.

Construction

Before the build could commence all of the parts were washed in warm soapy water to remove any casting residue, and then separated out into the parts for

TECHNICAL DATA
Hawker Fury Mk 1
Scale: 1/32
Price: £112.95
Kit No: RMA3203
Type: Resin
Manufacturer: Montex
UK Importer: A2zee
US Importer: Squadron

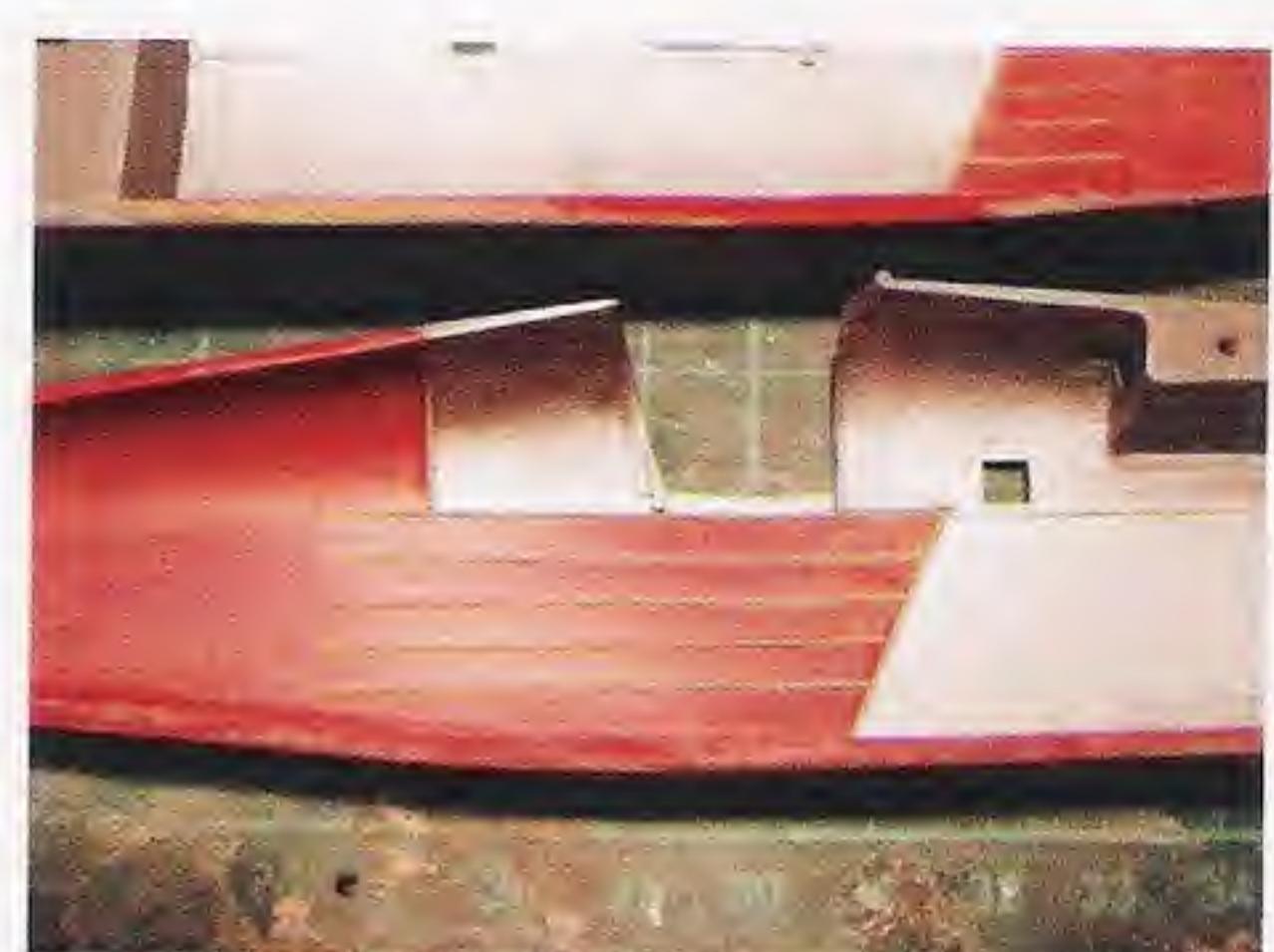




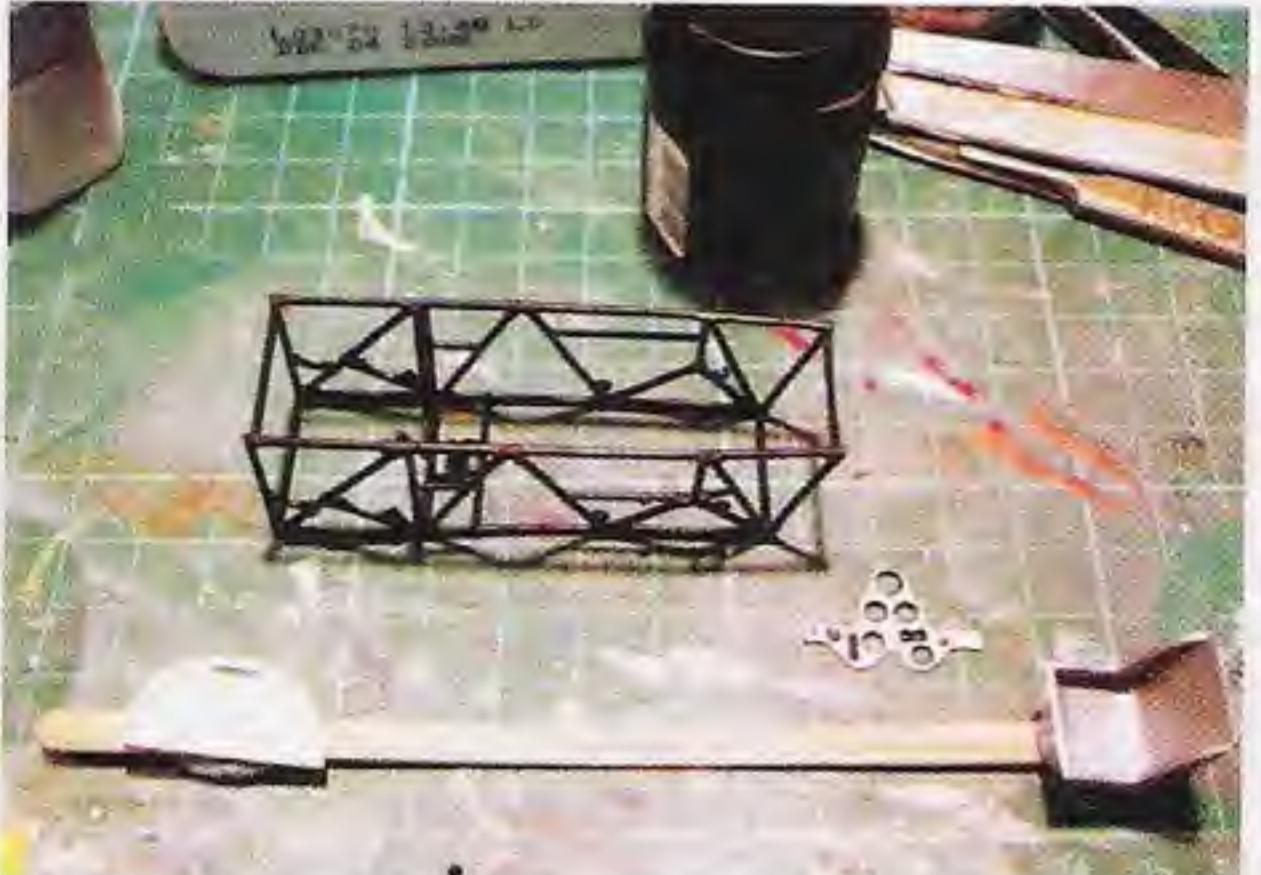
Components are best sorted and separated at an early stage



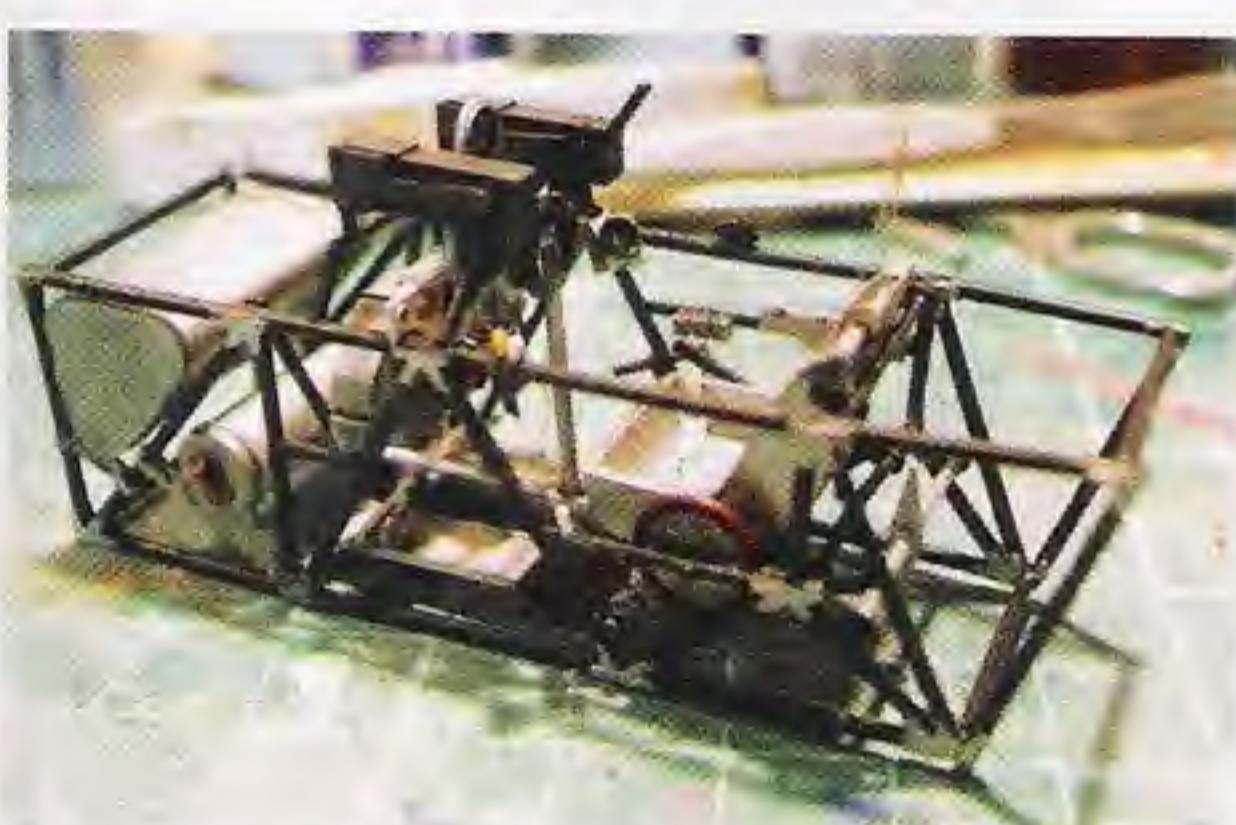
Inside of the fabric from the Shuttleworth Tutor – note the streaky effect best reproduced by dry brushing



The fuselage interior features raised rib detail



Cockpit components under construction



Eduard's pre-painted seatbelts finish the job



Hawker Fury Mk I
Mushroom's excellent publication provided scale plans



The exhausts are beautifully cast – but make sure you glue them tightly in place!



Alclad has been sprayed over a grey primer, for a toned-down metallic effect



Montex's traditional paint masks in place and ready to spray

the cockpit, wings, undercarriage etc. I find that the tins that certain curiously strong mints come in are ideal for storing the parts safely.

Once all the parts are separated and identified construction started with the cockpit, which is so impressive it could be displayed as a model in its own right, and thankfully a reasonable amount of it is visible on the finished model. No colour notes are provided at all for the interior, so I used the detail shots in the Mushroom Models book of the Nimrod. Essentially the framework should be satin black with natural metal joining plates, with the rest of the parts various shades of natural metal. I used a mix of Revell and Games Workshop colours for the interior. The instrument panel has a photo negative supplied, which is a welcome addition, as the panel is quite visible on the finished model. Using references the panel was painted aluminium and the rims of the various dials were picked out in black, yellow and brass.

No seatbelts are supplied in the kit so these will need to be scratch built, unless like me you choose to use an Eduard set of colour photo-etched RAF belts, as they are far better than anything I could make.

Something that did cause some pause for thought was the colour of the interior

fabric areas of the fuselage. Luckily this problem was solved on a summer trip to Old Warden to visit the Shuttleworth Collection. The Collection's Trainer Yellow Avro Tutor has recently been recovered and pieces of fabric were available for a donation in Hanger 1. So with lighter pockets I went home with fabric samples from this and the recently re-restored SE.5a. Despite the exterior colour being yellow the interior colour is the natural fabric with the red oxide primer bleeding through. To replicate this I first painted the fabric areas of the interior of the fuselage a suitable red, followed by a dry brushing of natural linen, until I got the desired shade.

Incidentally this reddish staining through cream fabric is also seen on the interior of the restored Nimrods, which have a silver doped finish externally.

With the interior complete it was time to join the fuselage halves. The join is fantastic. A word of caution though – please make sure that your exhaust pipes, which are fitted from the inside,

are secure before you glue the join (Listen to the voice of bitter experience! I just managed to pull the pipes back with my pointiest tweezers – oops!).

With the fuselage together it was time to try a new technique: spraying Alclad. One of the most distinctive features of the Hawker Fury is its long shiny nose. As this part of the model was going to be a focal point it needed to be right, but before spraying could commence three vents on the cowl needed to be removed, as these are for the Mk II Fury. With these off and the area cleaned up I sprayed on a coat of the Alclad grey filler primer, (to get a really shiny finish on the nose the gloss black primer

should be used, but as my model was representing a late training machine I did not want too high a shine).

Preparation is the key word when it comes to spraying Alclad. If the surface is not smooth any flaw will show when the aluminium is sprayed on, but as we are modellers we will strip back, rub down, refill, reprime until after about six

attempts we are pleased with the job! Spraying Alclad is not easy, but after a bit of practise a good finish can be achieved.

Before construction can proceed the three-part top wing needs to be joined and this together with the rest of the parts painted in their final colour, and the markings masked and sprayed.

Two colour schemes are catered for with masks in this kit. The first is a silver doped Fury Mk I of 1 Squadron RAF based at Tangmere in 1932. This example has parallel red stripes on the top wing and converging red strips on the fuselage. In addition the fin and turtle deck are blue. The second is an overall trainer-yellow doped Fury Mk I (with the obligatory silver nose) of 5 Flying Training School Sealand in 1938. This one has red wheel hubs to add a bit of colour.

I must admit when I think 'Fury' I see them with the black checks of 43 Squadron – a scheme I have in mind for my old Impact kit.

Construction - Part 2

Having decided on the trainer scheme the silver nose was carefully masked and all the parts that were to be yellow were sprayed with white primer. It is vital for the finished scheme that the white is applied in an even coat. Again, this took several attempts but the effort taken at





The completed fuselage. Now the fun begins...



Fortunately some of the detail will be visible in the cockpit aperture



JHmodels' rig is now available in the UK from little-cars.com



Careful masking and common sense make paint masks an effective way of marking your model



With the model in the jig the interplane struts are test-fitted



With the top wing attached all seemed well...



All's well that ends well



The interplane struts are too long, and there are also issues with the cabane struts



A busy scene on the workbench as the strut situation is rectified

this stage paid dividends later. For the yellow I used Xtracolor Trainer Yellow, which I misted on with the airbrush, building up the colour gradually. Once everything was dry I masked the model in preparation for spraying the markings. These were a lot simpler than those on the Gamecock, the only really tricky part being getting the wing roundels in the same place, as with decals you can slide them around - with the masks you can lift and restick them, but it's best not to do it too often as they will distort.

With everything sprayed and the markings done, assembly could continue. The bottom wing has good moulded location points, which for added strength I replaced with brass rod, and with this firmly in place, my attention turned to the undercarriage, which is provided in metal with resin wheels. This fitted together very easily, which was good as this is usually the part of a biplane model that can cause trouble. On a negative note the forward undercarriage legs appear to be based on the inaccurate ones on the replica Fury which is now in Belgium. For ease of construction I used them, despite this, and they look fine (apart from you and me, who's to know?).

Getting the top wing on this model was always going to be tricky, but this

was made easier (sort of, more on that later) with the jig made by JHmodels of the Czech Republic, a sample of which had been supplied at the Eday model show, and which is now available in this country through little-cars.com. This handy item is a wooden slot-together affair, which needs a screwdriver for adjustment.

Wing Attachment - Part 1

I set the model in the jig using the interplane struts as a guide. Everything was aligned a treat, the jig working perfectly, so out with the superglue. It was still looking good, so when everything was solid I removed it from the jig and sat back to admire my handiwork over a mug of tea. I then put the model back into the jig to fit the cabane struts. It was at this point the problems started - they were far too short. 'Oh' I thought. After looking at the model the top wing did look too high, so it was out with the plans to check and indeed the wing was far too high. At this point there was a little dark muttering and I left the model for the night to look at it afresh the next day. The morning came and the wing was still too high, so it was out with the superglue debonder - which I discovered melts Xtracolor paint - more dark muttering and

I am afraid at this point I left the model for several weeks to regain the necessary composure!

Wing attachment - Part 2

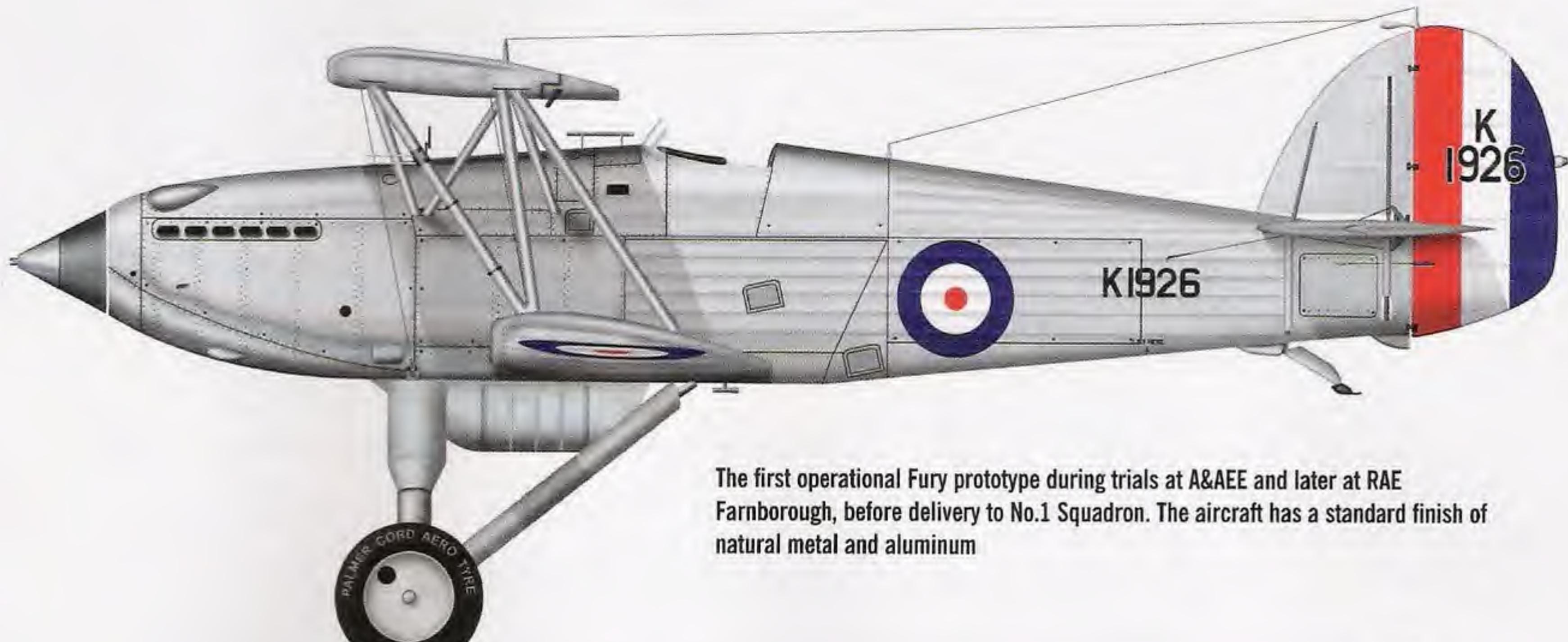
During my time away from the project I thought a lot about how to sort out the struts and how to get the correct length, because as they are canted forward and out, the measurements cannot easily be sourced from the plans (if any readers know how to get the true strut length from plans I would love to know). I have in my 'To Do' pile a 1/72 Matchbox Fury, so I thought I would enlarge the struts from this kit on a photocopier by 300% - except the struts were in that yellow plastic used in Matchbox two-colour kits, which I discovered does not copy. I tried painting them black and for some reason this still did not work. At my club's show (Modelkraft '09) I picked up an old Inpact 1/48 Fury. I had more luck enlarging the struts from this kit by 150%. Now I had a template it was time to repair the damaged paint (a most disheartening job, but one which had to be done) and try again. This time the model went back into the jig using the plans as a guide.

I discovered that although the kit's forward cabane struts were the right length, the rear ones were too short.

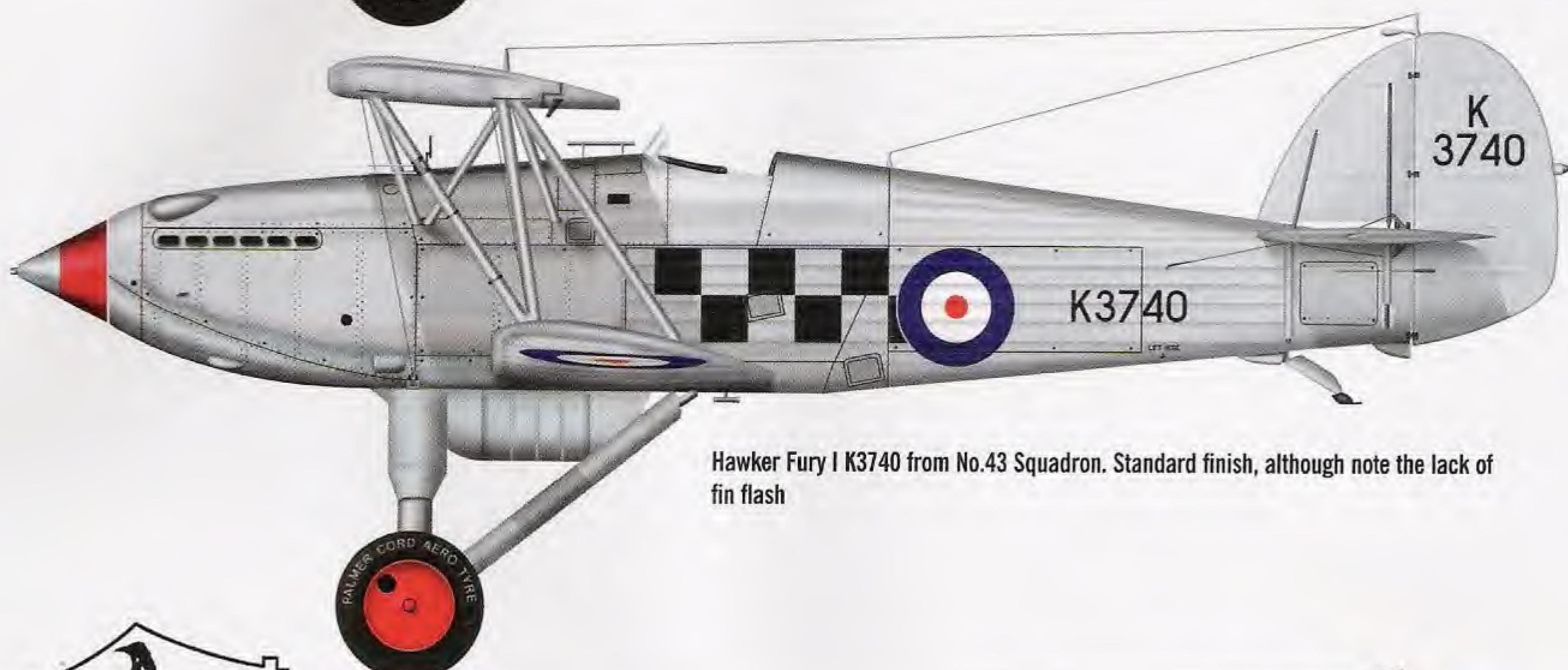
However, they were the right length for the diagonal of the N. The struts originally intended for use as the diagonal of the N were trimmed to fit the rear position. After trying various ways to scratch-build interplane struts from Strutz material and squashed aluminium tubing to replace the over-long ones provided in the kit, I discovered that the ones from the kit could be trimmed using side-cutters to

General notes

The Hawker Fury belonged to a golden age of aviation in which little attention was paid to camouflage, and even if it was used it was very basic. The Fury was very simple in external finish, with the forward metal section left in natural metal and in many cases highly polished, and fabric surfaces painted with the aluminium color. Many Furies remained operational until WW2 and some received standard RAF camouflage. Those aircraft sent to Yugoslavia also used the British color scheme in two patterns. Prior to this export machines operating in Spain in camouflage used German colors.



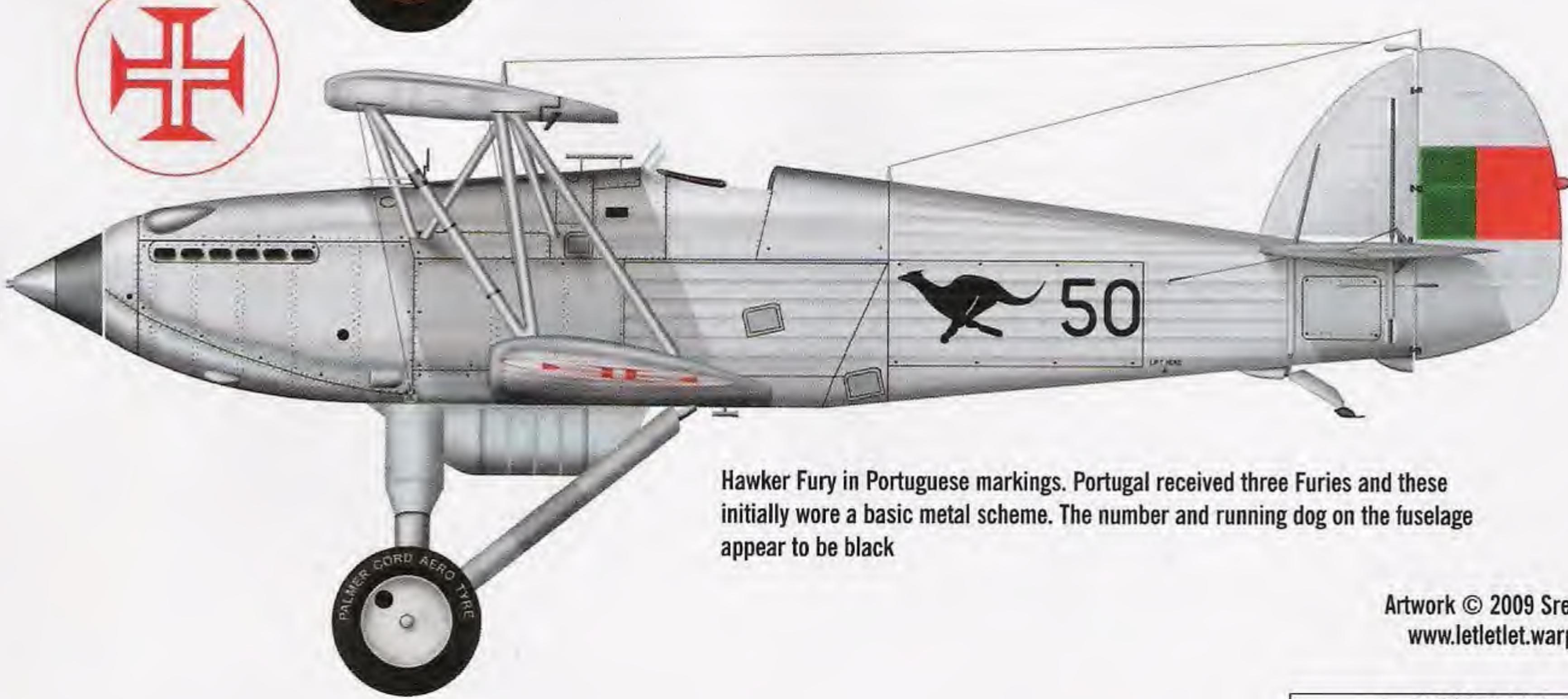
The first operational Fury prototype during trials at A&AEE and later at RAE Farnborough, before delivery to No.1 Squadron. The aircraft has a standard finish of natural metal and aluminum



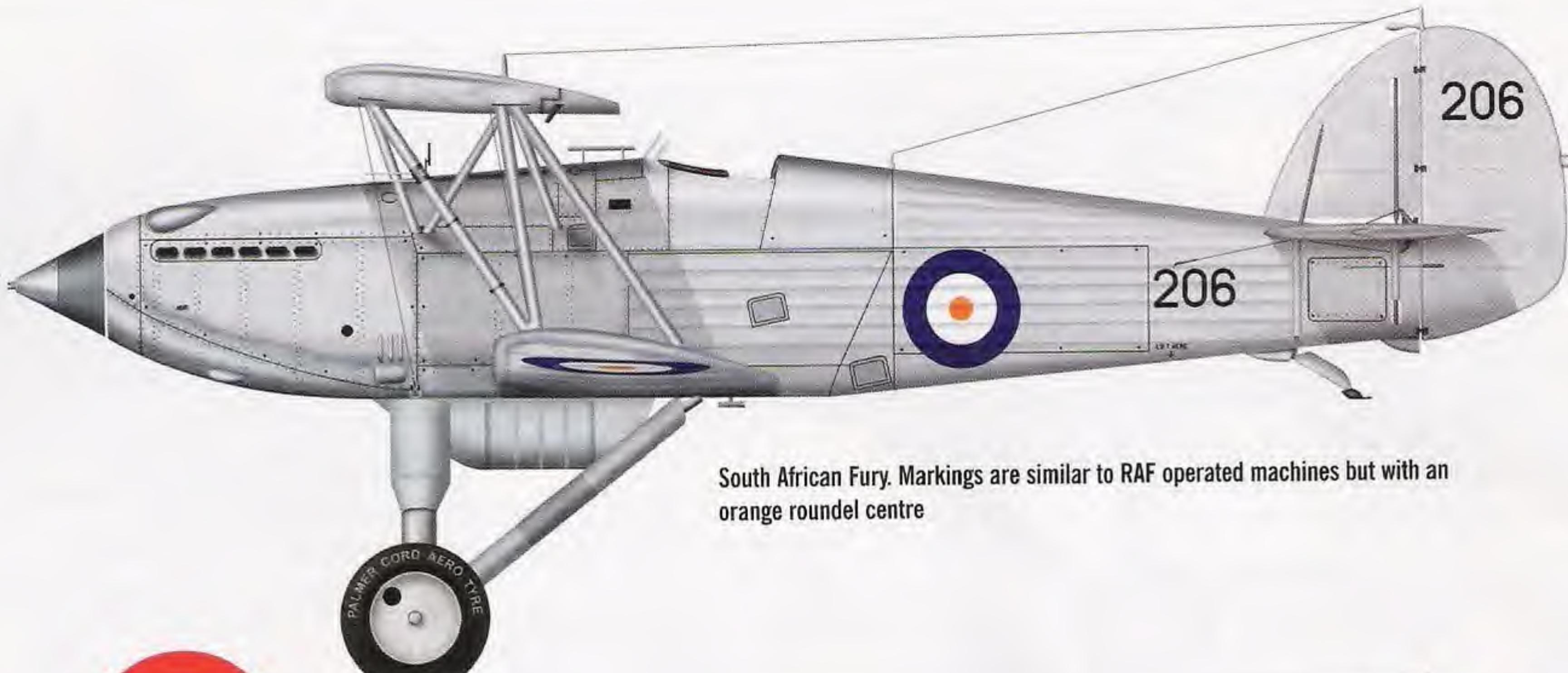
Hawker Fury I K3740 from No.43 Squadron. Standard finish, although note the lack of fin flash



This rare camouflaged Fury belongs to No. 43 squadron and the camouflaging was applied at the outbreak of WW2. The underside is black and silver and national insignia are of the later type



Hawker Fury in Portuguese markings. Portugal received three Furies and these initially wore a basic metal scheme. The number and running dog on the fuselage appear to be black



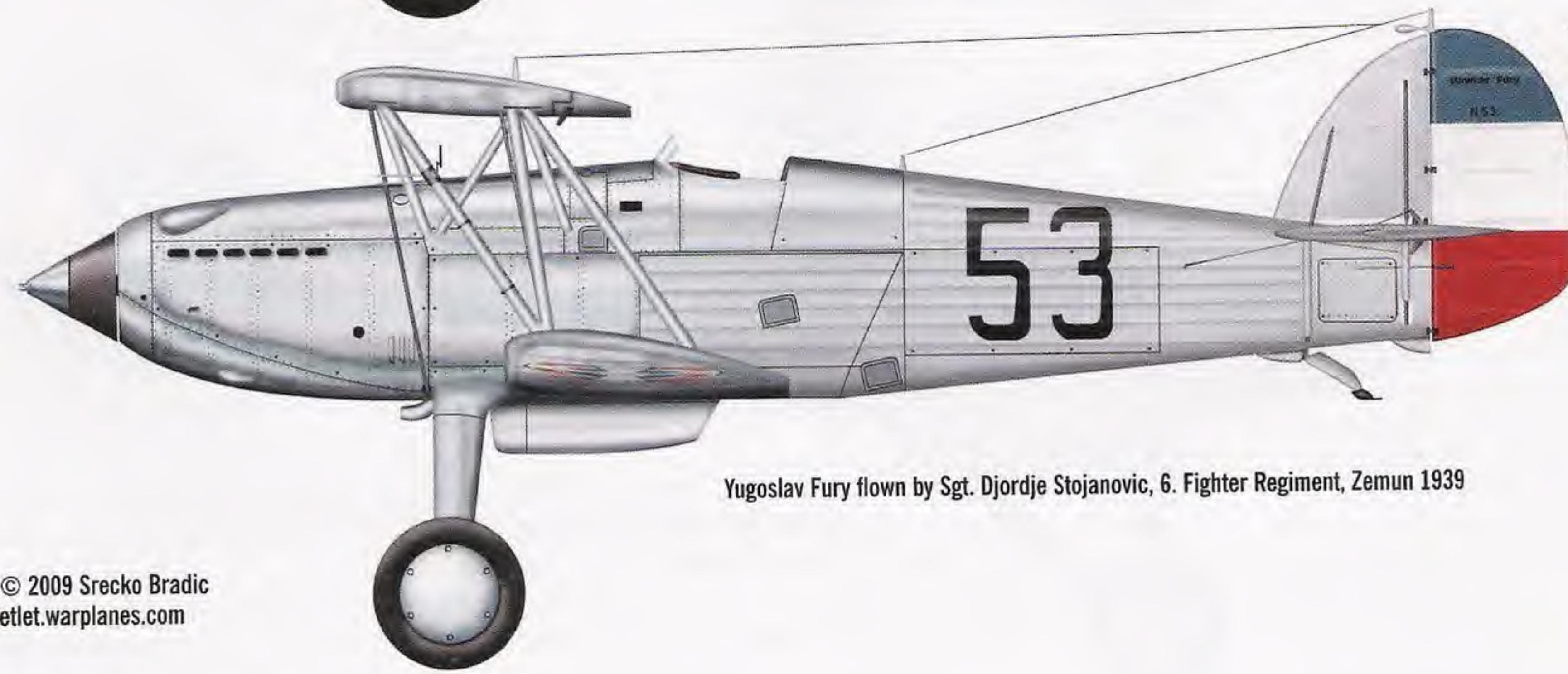
South African Fury. Markings are similar to RAF operated machines but with an orange roundel centre



Spanish Republican Fury. This is a locally built machine with Hispano Suiza engine. It is in a natural metal and silver finish with Spanish National insignia on the wing and rudder as well as a large band on the fuselage



Spanish Nationalist Fury with camouflage pattern of Dark Green and Red Brown over Sand Yellow on the top and light grey on the bottom



Yugoslav Fury flown by Sgt. Djordje Stojanovic, 6. Fighter Regiment, Zemun 1939



match the photocopied template from the Impact kit. Getting the top wing on was made easier with the jig but I do feel a kit in this price range should have struts of the right length provided, without having to resort to cutting.

Before rigging I added some W/T stencils to the model. I am not sure if the real aircraft modelled carried them, but as it has radio aerials I thought it a fairly safe bet. They also serve to add a bit more detail to the overall colour scheme. The stencils were kindly printed especially for this project and posted to me by Mike Grant (of Mike Grant Decals of Canada) after a chance meeting at last year's IPMS Nationals at Telford.

For the rigging on this model I have tried a new technique, as the principal rigging on the Fury is very prominent and of aerofoil section. At first I tried stretching aerofoil rod with no success, but then looking through my pack of brass Strutz, I found a single really fine tinned one, which looked the right size. John Adams of Aeroclub very kindly contacted the chap who makes Strutz, who then provided a pack of the extra fine. When cut to length and fitted these really do look the part on a model of this scale, far better than fishing line. For the tailplane and aerial lines I used Lycra thread again from Aeroclub as this has the necessary 'give' in it for a model that is to be handled.

For the propeller I used the one on the Shuttleworth Hawker Hind as my inspiration, although I left the hub natural wood. I painted the blades cream to represent the doped fabric covering, which was often then painted cream. The leading edges were painted a brass colour to represent the protective sheeting applied.

I had problems deciding about weathering this model, as usually I like to portray a fairly worn look. With this model though, I settled for a light wash of Games Workshop 'Gryphon Sepia' around the footholds, as although by 1938 the airframe would have been quite old it was a training machine so would have been kept reasonably clean. With that done I have a complete 1/32 scale Hawker Fury on my bench.

Conclusion

With the model done I can sit back and look at it and despite all of the pitfalls it put in my way I can say I am happy with the end result. Like the Gamecock before, this model stretched my model making abilities and gave me the



opportunity to learn and develop new skills, and despite the niggles over the struts this is a kit that goes together well and really does capture the lines of Camm's masterpiece.

This kit was originally supplied by Cammett Ltd, who were Montex's UK importers at the time. A2zee are now handling the range, and this kit and future Montex kits can be sourced through them. Cammett, of course, are still a prime source for many large scale kits and accessories and we would like to thank them for providing the kit. Thanks also to John Adams of Aeroclub and the chap who makes the Strutz, and to Mike Grant for the stencil decals. Now, the Hawker Hart family would look really good in this scale....

● SAMI

References:

- The Hawker Fury, Profile Publications, No. 18, Francis Mason
- Spanish Civil War Air Forces, Aircam/Airwar 3, Christopher Shores
- Personal research of Justo Miranda, Spain
- Personal research of Srecko Bradic, Serbia

Scaling Down...

Even Further

Modelling in 1/200

If you thought military modelling in 1/200 was limited to a couple of Hasegawa JASDF AWACS birds, you would be mistaken...

Some background information

You can divide 1/200 into two groups - one group is the airline modellers, the other is the rest of the aviation world. For airline modellers the colour scheme is important and they are happy to have many aircraft of the same type but with different liveries. They tend to be served by commercial producers who will sell enough of each model to make it viable to have diecast models made, usually in China.

The second group is that served by *The One True Scale* newsletter. The producers are usually keen collectors and the production runs are very short, typically 50 for metal models and 20-30 for resin models. British modellers tend to work in white metal and the models are the descendants of Dinky toys but much more accurate. US and European modellers usually work in resin and their models are the

descendants of German WWII recognition models from Wiking. Resin models tend not to have props or undercarriages unless fixed. Metal models usually have props and undercarriages.

Unfortunately, many former producers have ceased making models but there is a thriving second hand market based on the newsletter. In the UK, current metal model makers are Chris Sayer (Shed Models), Derek Barratt (Metalmodes), Wojtek Benzinski (Cloudbreak Models), Rod Langton (Langton Miniatures) and Paul Howard (Helmet Historical Aircraft and Eclipse Models). In the US, Prof Ron Crawford has his HBM range of 900 different types of resin models and, in Czechoslovakia, MPM and Sazel each have a large range.

All the above are easily contacted through the newsletter.

Because each run of models is so short, types covered are often obscure and little known because volume sales are not sought. There are probably more WWII German projects in 1/200 than in other scales and many variants are covered as well as the main version of an aircraft type.

Decals

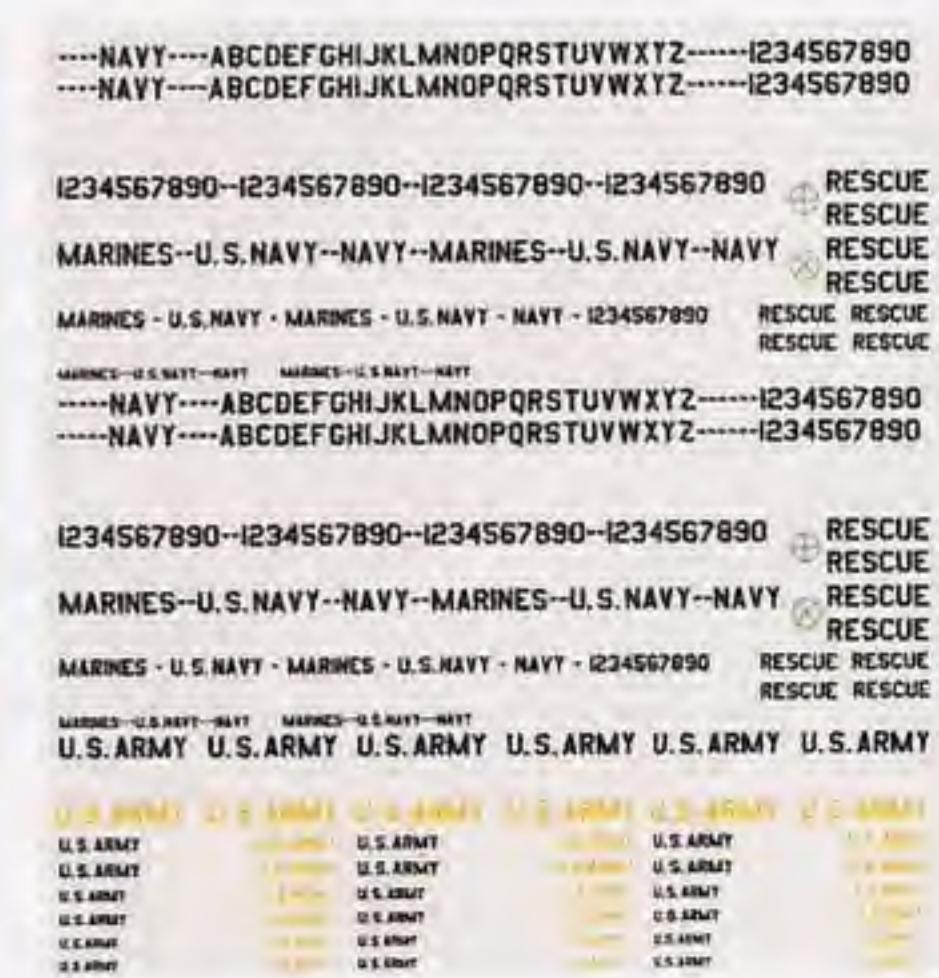
One of the complaints about 1/200 is the lack of generic decals other than those for airliners. Decals from the Norfolk Group are available and Shed models has just produced a sheet of US low viz decals and sheets of US AF, Navy, Marines and Army titles and lettering in various colours and will shortly issue large sheets covering all RAF roundel types. Other air forces will follow.



Eclipse' Red Arrows Hawk, seen from the underside



A What If - if the Red Arrows had used the SC.1 Bumblebee. Think vertical take-off formation team!



Eclipse Models' Super Hornet



F-111, also from Eclipse Models



Eclipse' Tornado GR.1 seen in 617 Sqn. Markings

The Newsletter

The last few editions have tried to collect lists of all the models made in 1/200 (except large production-run airliner models) and these are now being collated into a single easily searchable list to be published in the next newsletter. It will list many hundreds (possibly thousands) of different models



Shed Models Short SC.1 pre-production model (final markings may vary)



Shed Models Hunting 126 pre-production model



An impressive collection of Luftwaffe types by Horst Casper

Generic decals released by Shed Models

Flying Flea

SHED MODELS

1/200

BY TIM UPSON-SMITH

Yes, you did read the scale correctly, a 1/200 scale Flying Flea and yes, it is small! This model caught my eye at this year's Southern Expo. Intrigued, I got chatting to the owner of Shed Models who opened my eyes to what is known as the 'One True Scale'.

Contained within the tiny box is a bag containing the three white-metal castings that go together to make the model. Also included is a sheet of decals with two different registrations in two different sizes. The package is rounded off with an instruction sheet giving a bit of Flea background, a note about the decals, and a short note on construction. For its size an impressive package.

Construction

Before construction could start I gave the castings a quick going over with some extra fine wire wool, a tip I learnt from a figure modeller. The castings I must add are amazing. The wings are scale thickness and have to be seen to be believed. I am also assured that each rib is in the right place.

Once everything was cleaned up I gave the parts a quick coat of grey



the Westland Whirlwind/Sikorsky S.55 and will cover aircraft from the US, UK and Venezuela. Decals for the Sikorsky Hoverfly are in the same batch and will cover US and Royal Navy machines, including the one that was the first ever helicopter in the Royal Flight.

The next models from Shed Models will be cast during the next few weeks and should be as follows:

- Fairey Rotodyne with etched brass parts with decals for the prototype and



The possibilities represented by 1/200 are seemingly limitless

primer airbrushed on. No colour notes per se are given so I chose to finish my Flea with a dark blue fuselage and silver doped flying surfaces. Before gluing the top wing on I painted the crankcase aluminium and the cylinders black, I also painted the solid cockpit opening black. All that was then required was to open the hole up a little for the top wing and likewise the propeller.

Looking at references photo's of the Shuttleworth Collection's Flea I used the larger letters on the top wing and the smaller letters on the underside of the rear/bottom wing. I then used two of the spare letter Gs to go on the rudder to add a little more interest to what is really a very small model.

Conclusion

What can I say? A couple of evenings' work, mostly letting paint dry and I have a model that fits on a shilling, but I really enjoyed every minute of it and the end result makes me smile and that at the end of the day is what the hobby is all about.

So if you fancy a change from your usual fare give this scale a try. If this subject does not appeal it's a reasonable bet that Shed Models does or very soon will do something that will. I have acquired another Flea to super detail - just for fun you understand!

Avro C30 Rota

SHED MODELS

1/200

BY TIM UPSON-SMITH

This kit, like the Flying Flea, caught my eye at Southern Expo. The Avro C30 Rota was designed by Cierva and was licence-built in other countries by manufacturers such as Focke-Wulf. In the 1930s the autogyro was used where helicopters are used today with examples being used by the Metropolitan Police.

Contained within the quite large box were the white metal castings, for the one-piece fuselage, the wheels, the engine, the Townend ring, the propeller, the tail wheel, the two-part rotor mount and the rotor hub. Also in the box, amazingly for a model of this size, was an etched brass fret containing the three rotor blades, two pairs of tailplane supporting struts, the rotor control handles and five parts to make the Avro's quite stalky undercarriage. If this was not enough there was also a decal sheet with three options giving an overall blue example of the Metropolitan Police, a silver doped example with RAF roundels from the New Types Park at Hendon in 1935, and a camouflaged example as used by the RAF during the Second World War. All of this was topped off with an A4 instruction sheet giving a brief background, some detailed construction notes and colours and markings information.

The castings, like the Flea, are first rate, needing only a quick polish with extra fine wire wool to clean them up.

Construction

The first parts to be assembled were the undercarriage which is a multi-part etched brass affair. Very detailed construction notes for this are included and as long as they are followed and



the brass is bent where it should be this quite complex looking assembly goes together quite simply. The placement of the undercarriage is aided by the wheels, which come moulded on an axle, which sets the distance for the wheels and can be trimmed off and discarded once everything is set.

At this stage in construction I glued the two parts of the rotor mount together and then sprayed everything with a fine coat of grey primer, followed by a coat of Xtracolor Roundel Blue, to represent the blue of the Police example.

The engine, which is a gem of a casting, was painted next with a silver crankcase and black cylinders, I left the separate Townend ring bare metal and used Games Workshop Devlan Mud wash on it to give it that heated metal look.

With the blue paint dry I painted the solid cockpit openings black and the two little windscreens silver, and once these were dry I applied the white registration letters and chevron to each side and then glued the engine and prop on the front, the rotor mount on top, and the model was finished.

Conclusion

This model, like the Flea, was an absolute joy to build and a complete change, which as they say is as good as a rest! So if you fancy something different, that could form the basis of a wide ranging, yet compact collection, these models can be highly recommended.



Norfolk Group Mitchell



Norseman, by Cloudbreak Models

Scaling Way on Down

If you are interested in 1/200 model aircraft then you need to read the *One True Scale* newsletter. This contains news from all the manufacturers listed above, as well as others. There is also a chance to buy the models - the newsletter is now the only source of Eclipse models, for example - and other modellers' collections.

The newsletter is distributed by e-mail and is completely free! To get on the mailing-list, send an email to chris.sayer@dcemail.com and don't forget to visit the website at www.the-one-true-scale.co.uk

● SAMI



Dassault Rafale Kahu II

Revell's Rafale M in a highly speculative colour scheme

Background premise

In 2015, in the years following the discovery and drilling of oil in the Southern Tasman Sea below New Zealand's South Island, political relations with other Pacific nations are somewhat tenuous, and other much larger powers are extending and exerting their influence. In a reversal of the infamous scrapping of the air combat wing of the early years of this century, a big decision is made to re-equip the Royal New Zealand Airforce with fighter and strike capable aircraft. The RNZAF is approached by

the French, who have just upgraded their Marine Rafales with the latest incarnation, and offer the RNZAF some older Rafales following their refurbishment. The avionics are upgraded with New Zealand designed systems, and optimized for the low-level strike and air combat roles. The fleet is repainted in a three-tone camouflage designed to offer maximum visual concealment under all flight regimes. To go with the upgrades, the Rafales are renamed as Kahu IIs, in deference to the original A-4K Skyhawks that served so well for the latter part of the 20th century.



The main undercarriage bay, painted silver with the bottles in yellow with silver bands to add some colour, and a light wash to accentuate detail

Revell's Kit

Say what you like about ugly pre-war French aircraft, there is no denying that when it comes to aesthetically pleasing jets, Dassault's jets are at the top of the list in the looks department, and the Rafale looks particularly svelte.

Revell's kit of the smooth looking Rafale M has been around since 1999.

Moulded in medium grey plastic, the surface detail consists of finely recessed panel lines, with some areas of the

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TECHNICAL DATA

Rafale M

Scale: 1/48

Kit No: 04517

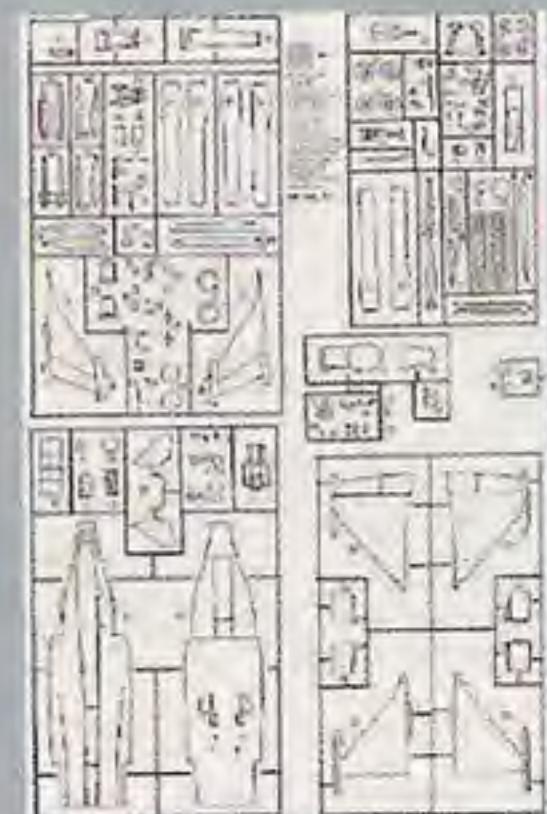
Price: £19.99

Type: Injection Moulded Plastic

Manufacturer: Revell AG

UK Importer: Revell UK

US Importer: Revell-Monogram





This is the panel which goes behind the pilot's seat, the masked panels will remain clear



The cockpit tub painted in a lightened black and the instrument panel painted and assembled. Use lightened black for a better 'scale effect'. Here you can see the clear green paint used for the pilot's displays



Small intakes in the underside need to be filled to prevent a see-through look



Mr Surfacer was used around the nose cone to give a smooth contour



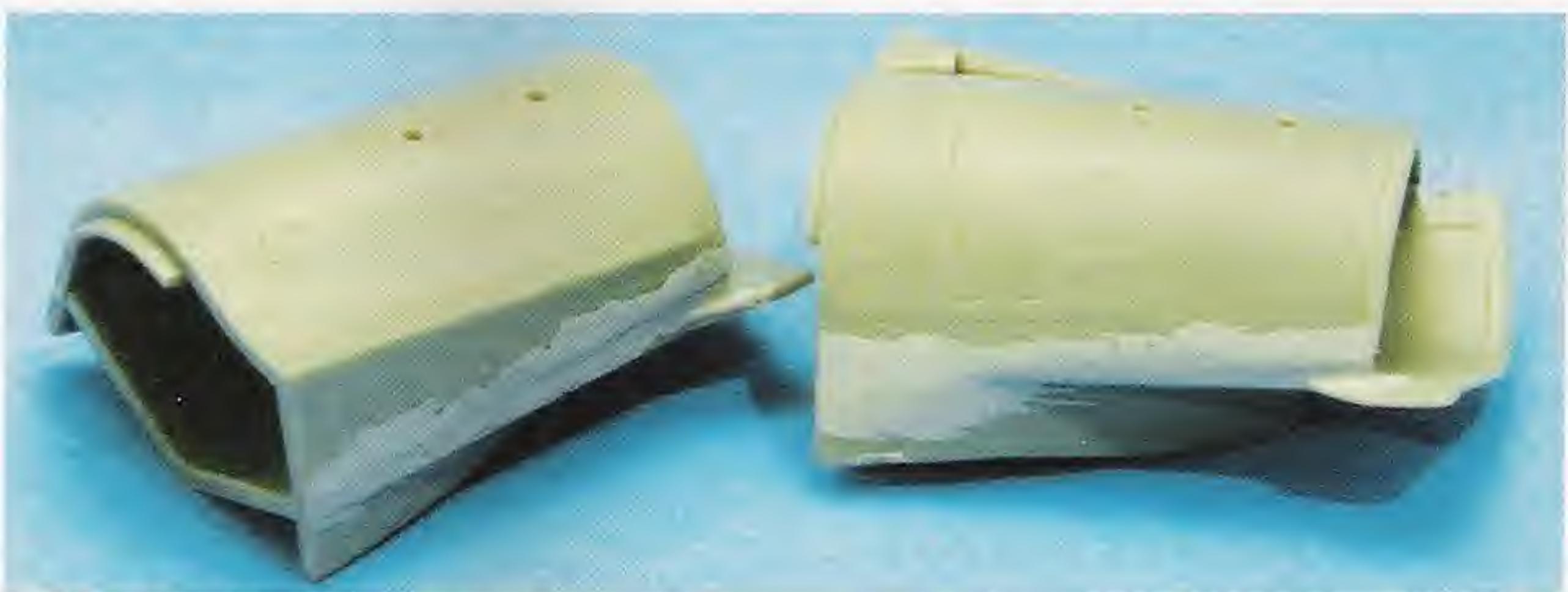
A little work was also required to fair in the nose gear bay



The fit of the fuselage spine was not quite perfect, and needed a little attention



The base of the fin needs a spot of primer to remove small gaps



Intake trunks at an early stage of construction

control surfaces featuring raised detail. The mould makers have done an exceptional job of capturing the deceptively complex shape of the aircraft whilst keeping the number of parts to a minimum. The moulded-in detail features a lot of niceties, such as the neatly recessed access panels on the aircraft's belly, slightly flattened tyres, and some very crisply moulded undercarriage legs. The kit appears to be based on the early pre-production aircraft, and as such has some features which do not appear to be on the full size operational machine, the

omission of the chaff and flare dispensers, and the inclusion of the seeker/tracker heads on the forward fuselage being obvious examples. The kit's ejection seat is particularly well done, and I would venture to say that a resin ejection seat may well be superfluous.

Most of the length of the fuselage spine is moulded separately, in order to facilitate alternative parts enabling the two-seater to be built, although the pieces for this are not included - one must buy the Rafale B for this option. Some parts intended for the B are included however,

mainly the third drop tank, and the FLIR pod (at least, I think that's what it is) and its mounting pylon.

Revell's attention to detail does not stop at the kit, as they have even kindly included some small pieces of self-adhesive foam on some parts of the sprues to minimise the risk of damage whilst in the box.

Start at the beginning, a very good place to start...

Kickoff commenced with assembling the ejector seat, which, in spite of being a

multi-piece affair, goes together quickly and easily. I considered making a harness from tape, but decided that I'd see how well the moulded-in detail could be made to look. The seat, along with the remainder of the cockpit and decking, was sprayed in a lightened black, and the multi-function displays of the instrument panels coated with gloss clear green to represent the screens. Although the cockpit may appear to be somewhat spartan, photographs of the real item show a very clean, uncluttered environment, so a simple drybrushing



Matching the intakes at the top will confine the worst of the cleaning up to the underside



The extent of filler around the intakes can be seen



After several sessions of filling and sanding, the undersides of the intakes were finished. The masking tape was used to prevent too much sanding dust entering the nose gear bay



A thin plastic shim was required along the underside of the wing join to fill a long gap



Attaching the upper wings presented no problems at all



With all the seams attended to, the pre-shading can be applied. Most of this will disappear under the camouflage



Pre-shading the undersides – control surfaces and access panels are the prime candidates for this treatment



The camouflage goes on – some changes from the original scheme were required to balance out the overall look



Undercarriage parts are nicely moulded and fit very nicely

was all that was required to inject some life into this area. This all then sits very neatly in the upper fuselage half, in preparation for bringing the upper and lower fuselage halves together. The seat cushions were brushed in a dark green with the straps in a dark olive colour, followed by the quick release painted in red and black as per the photos I had. The seat base appears to be carbon fibre, so some semi-gloss varnish was added over top of the matt black in the appropriate area to represent this.

Prior to gluing the fuselage halves together, some noseweight was added to ensure I didn't end up with a tailsitter. The fit of the fuselage halves is mostly satisfactory, with a small amount of filler required along the seam immediately forward of the two canard wings – which, contrary to the instructions, had not been inserted at this stage. The reason for this is very simple - fitting the canards at this stage would make cleaning the seam they butt against very difficult. It is a very simple task to remove the bar that

connects the two canards together, round off the remaining spigots, and fit them later on. It is a nice push fit into the hole, and the canards can be left free to be positioned however the builder wishes.

The next items to be attended to were the intakes, and this is where some problems occur. The fit of the intakes is very poor. My compromise was to make the parts fit in such a way that the least amount of filling and sanding would be required, which meant having the join passable on the upper surfaces. This required several applications of filler underneath to fair in the intakes smoothly where there was a rather large step with the fuselage.

Repeated sessions of filling and sanding still failed to produce a nicely faired surface, and I finally resorted to using cyanoacrylate glue, which was then sanded back to produce a smooth, flowing surface. To say this was a frustrating exercise would be an understatement, made even more frustrating by the fact that the kit looked so good prior to assembly. Eventually, however, everything was cleaned up and seamlessly filled.

Now that the tedious cycle of filling and sanding was done and dusted,

attention could now be turned to other areas, in this case the landing gear. The undercarriage legs are finely detailed, and include separate torque links and retraction rams. For the nose gear, some very fine springs, catapult launch gear, and what I presume to be part of the lighting system used to assist in carrier landings all go together to make a nicely detailed assembly. Since mine would be land based, I cut away the catapult launch bar, but kept the remainder of the components.

As already mentioned, the tyres have flats moulded into the contact surface to simulate the weight of the aircraft, which is a nice touch. The location holes for them are also keyed, to help prevent the likelihood of them ending up upside down. The undercarriage assemblies were sprayed silver, which was followed by a wash of some dark brown Citadel ink to enhance the detail; these were then set aside whilst painting the aircraft got under way. When using the ink, I find that diluting it slightly with a couple of drops of windscreens washer fluid helps it to flow into the crevices much better, and gives a much more subtle look than if used neat.



The underneath following the panel wash – the wealth of detail included cries out for this treatment

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Revell have also kitteled the B variant in 1/48, with Tiger Meet markings



Dassault's sudden gust

Scaling Down the Rafale M

By Mike Verier

Rafale, my French expert tells me, has two meanings - 'a squall or sudden gust of wind', and 'a volley of gunfire'. Given that a squall tends to arrive without warning it seems an entirely apposite name for a combat aircraft that, to this correspondent at least, manages to look both elegant and brutish at the same time. The blended, almost sensual, contours of the original design are transformed by the addition of stores, purposeful bulges and a beefed-up naval undercarriage.

Revell's little model is one of their 'new generation' tools like the Hunter and Starfighter with incised panel lines and fine detail. Comparison with the old Heller kit (no cockpit, a few big trenches) is testament to how far the scale has progressed.

Revell's model provides fifty five-parts crisply moulded in grey plastic, an excellent clear canopy and decals for two aircraft. Tantalisingly it has clearly been toolled with a two-seater option in mind.

A comprehensive set of stores includes three drop tanks, four Micas and two Magicas, which you can use in various permutations. Of these only the Magicas are perhaps lacking in delicacy. Markings for the stores are on the decal sheet too.

The fuselage is split horizontally, with separate intakes, wings and canards that capture well the complex shape of the prototype. There are inserts for the spine, (covering the space where the second seat would be) and above and below the nose to accommodate the nosewheel bay and various antennae.

The engraving really is outstanding, panel lines, vents, grills, antennae, they are all there and sharp. If you hold the wing and tail fin up to the light the control surfaces and wingtip pylons are actually separated too. The only adjustment I made was to drill out the APU exhaust.



Construction

The four-part cockpit tub and seat go into the top half from underneath to ensure a good fit. I did some paint-brush detailing, especially the seat, as it will all show under the big clear canopy. The only addition I made was a piece of clear film, tinted with Tamiya Clear Green to represent the Rafale's distinctive HUD. The Rafale has side-stick controls by the way, so don't add a control column!

Whilst on the cockpit note the very clear frame-line engraving on the canopy itself. You will see two triangular shapes aft of the pilot's seat. These are integral with the canopy and should be picked out in off-white. Full marks to Revell for spotting that one.

The main wheel bay has a fair bit of moulded detail, which can be painted before it is incorporated in the lower fuselage half. I added some weight in the space between the intakes before bringing the fuselage halves together, trapping the canards in the process. These are connected and designed to move, but I did find it a rather snug fit that would suggest that fixing them will probably be better.

Two-part intake and splitter-plate assemblies complete the fuselage. Whilst they require some care to align and blend in without losing detail, they are a testament to the tool-makers' ability with such a complex shape.

One-piece wings and tail fin complete the primary airframe construction. You now have to decide on the stores

configuration as there are different pylons and locations depending on the mix. I opted for three tanks, which are excellent representations of the distinctive Dassault item, and four missiles.

Painting

Two decal options are provided, the M02 development aircraft and '45' of Flotille 12F, both in overall grey. Revell offer the customary paint mixes using their own colours, and the simplicity of the overall grey scheme allowed this stage of the proceedings to be completed with a minimum of fuss. Once a topcoat of Klear was dry a dark grey oil paint wash was flowed into the panel lines to pop out all the detail. Let this dry fully overnight and buff again before applying the decals.

The decals look really good, but are fractionally off register - mind you an Aeronavale four-colour roundel avec anchor less than 3mm in diameter is pretty ambitious! More importantly the 12F marking were presumably speculative when the sheet was designed as the MARINE legend is too big and the fuselage roundels are thus too far aft. The shade of grey also proved too light and I had to tone them down by using some of the base grey to tint varnish. Photos of more recent aircraft appear to show that the roundels have been oversprayed in much the same way.

Details, Details

The undercarriage is very good for the scale. The Rafale has a very distinctive



TECHNICAL DATA

Scale: 1/144

Kit No: 04033

Price: £3.99

Type: Injection Moulded Plastic

Manufacturer: Revell AG

UK Importer: Revell UK

US Importer: Revell-Monogram

landing light arrangement on the nosewheel with a big rectangular light on the starboard side which I tried to replicate as best I could, and all the wheels have nice hub detail. The main wheel doors only open for retraction and are sensibly moulded shut on the model, which leaves only the little aft doors to contend with.

Preparing the armament was mainly a question of painting and decaling. I drilled the ends of the missiles and simulated a big circular 'filler cap' which is very apparent on the underside of the fuel tanks. With the three-tank configuration, incidentally, you have two spare Micas which you could choose to put on the wingtip rails in place of the slightly thick Magicas if you wish.

Conclusion

Given that this tool is nearly ten years old the slow pace of Rafale development means that it remains remarkably close to current operational airframes, and as far as I can see the only really obvious additions might be what I assume to be chaff/flare dispensers which inhabit two panels near the wing root trailing edge.

An absolutely cracking little model - save only the reservation about the decals it's a delight from start to finish. Now Revell, if only you could see your way clear to a Phantom and an F-15 to this standard Or scale-down your Lancaster...



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The first of the Gekko Graphics decals go on – these decals are exceptional



Lo-viz markings were used around the nose – the 60 was an inverted 09 from the decal sheet



Note the 75 Squadron symbol on the intakes



The substantial nose gear leg, painted and following a wash using the Citadel brown ink



Arming the Rafale – the air-to-air missile would come from the kit, the Maverick comes from a Hasegawa weapons set. The launcher was simply and quickly made from a length of plastic bar



The kit ejection seat assembled, painted, and given a wash of brown ink

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A French Dassault Rafale aircraft from the French nuclear-powered aircraft carrier Charles de Gaulle (R 91) performs a touch-and-go landing April 12, 2007, on the flight deck of the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74), while operating in the Northern Arabian Sea (U.S. Navy photo by Mass Communication Specialist 1st Class Denny Cantrell)



A closer look at the Rafale's armament, taken at the Paris Air Show, 2005

The colour of fiction
Although this was to be a 'What If' colour scheme, I still wanted it to look plausible as well as be visually appealing. The answer came from a well known modelling website, which featured a series of colour profiles for the Rafale in various fictitious colour

schemes. Finding one that appealed, I duly printed off a hard copy to stick up on the wall in the garage for reference as I progressed. The scheme I chose was originally in two shades of blue with grey but, as I had the paint to hand, I went with a slightly different colour combination using Gunze acrylic paints. The colours used were:

H56 Med Blue
H307 Gray FS36320

H331 Dark Sea Gray with a few drops of H307 added to lighten it.

The drop tanks and FLIR pod were sprayed with H331 with no additional mixing, and the missiles were coated with H306 (FS36270).

As per my custom, I pre-shaded the model with black along the panel lines; some may consider this technique to be passé, but I still like the effect of it. The main caveat here is to underestimate rather than overdo the effect, which really only comes with practice. I suspect I may still need lots of practice...

Although I slavishly tried to follow the paint scheme I'd printed out, it just didn't look quite right once applied to the

model. To balance out the look of it, I increased the amount of the lightest colour to the top, which greatly improved the overall effect, and with the colour scheme being fictitious at least I can't be accused of being wrong. The camouflage was sprayed freehand without the aid of



any masking, but in hindsight I would have been better off using Blu-Tack to mask the pattern – it would have made the process a lot simpler and quicker in the long run. Sometimes taking shortcuts just doesn't work, even if they seem like a good idea at the time.

The low-intensity formation lights on the fuselage and fin were brush-painted

on. I had intended to use the kit's decals for these but owing to a slight mishap involving the decals and some window cleaner (don't ask!) this was not to be.

Before applying the decals, a panel wash was applied, this time using some Winsor and Newton raw umber oil paint. Thinned with white spirits, this flows nicely into the panels and is easily wiped away using a tissue slightly dampened with white spirits. It is important to do this over the top of a gloss coat, otherwise the risk of rubbing away some of the paint is very real.

Decals [or putting the stickers on]

Having finally got the camouflage pattern looking acceptable, a coat of acrylic floor polish was sprayed over the top in preparation for applying the decals. This gives a beautifully smooth, gloss finish which aids the decal adhesion without the silvery one might find if applied directly over a matt finish. The decals for this particular model came from Gekko Graphics' recently re-released sheet for the RNZAF A-4K Skyhawk. Gekko have



produced two excellent sets catering solely to the A-4K Skyhawk in New Zealand markings, and for the colour scheme I'd embarked upon Richard Chafer, the proprietor of Gekko Graphics, suggested that sheet GG48-001 would be best suited to my requirements. This sheet has markings for a total of twenty A-4s, from the early SEA (South East Asia) scheme, through the Euro-1 type colours to the overall green scheme that marked their retirement.

The lo-viz black markings on the sheet are beautifully printed, and all the stencilling is perfectly legible. In order to differentiate the serial from those used by the A-4Ks, I simply cut off the 09 on the end of the serial, and reapplied it upside down to make it a 60. The 75 Sqn. tiki was applied to the fin and intake trunks in much the same manner that they were on their predecessors.

Stores and Underwing Things

The last items to be dealt with were the large drop tanks, and missiles. Revell have moulded the parts for the missiles with separate end pieces in order to provide an open look to where the rocket motor would be, as well as supplying the seeker-heads in clear plastic. The net result is a missile of some finesse, but in doing so some of the joins and moulding seams are awkward to clean up.

With this being a fictitious colour scheme, I decided that some armament a little more appropriate to the scenario was called for rather than the air-air loadout provided. Given that one of the roles would be that of anti-shipping, a trip to the spare parts department uncovered Hasegawa's Aircraft Weapons B kit,



which contained amongst lots of other things, a hitherto unused pair of AGM-65 Maverick missiles. Although most commonly associated with the optically-guided air-to-ground role, different variants can also be used against surface vessels. To make the load look slightly more interesting, I also opted to go for the asymmetrical look, and have just a single round loaded on the port outer pylon. The launcher for the missile was simply made up from a length of Plastruct bar, with a small piece of plastic card added to one side and a couple of lines scribed into it just to make it look a bit more interesting. The forward tip of the launcher was quickly rounded using a sanding stick, and given the final smoothing with the sanding sponge.

Revell have also moulded the drop tank nose cones separately, but the fit is not perfect, and again required repeated applications of filler to obtain a smooth finish. From what I have read, these are the wrong type for the M, and are more suited to the B or C versions. Patience here will pay dividends, as once the joins are tidied up the tanks look very nice. The panel lines on the tanks themselves are raised, which I presume is to represent a welded seam rather than a

lapped panel as would be found on the aircraft's skin.

Short Finals

The last job to be done is to bring all the sub-assemblies together. Fitting the undercarriage is mostly simple although a spot of jiggery-pokery is required to manoeuvre the main undercarriage legs and struts into position. Once in they locate very positively, which is always a good thing. The final touches to be added are mostly items like the tiny aerial blades and the In Flight Refuelling (IFR) probe, undercarriage legs and their respective doors, and the bang-seat and canopy. Before I fixed the latter items in place, I carefully cleaned out the interior of the cockpit to remove any dust, and

gave the area behind the seat a quick flick with some chalk pastels to weather it slightly.

The IFR probe is a simple butt-fit against the forward fuselage with no positive location, and is very susceptible to being knocked off. I know this because I did it...several times.

And in summing up...

Okay, so I've quibbled about the fit of some parts, but at the end of the day this kit is still pretty good. It looks fantastic, the surface detail is exceptional, and it can be obtained at a realistic price. The amount of work to bring it up to current configuration is minimal; it's just a shame that some areas, the intakes in particular, make for a bit of extra work.

If the overall grey French Navy scheme doesn't take your fancy, why not try making up your own scenario and a colour scheme that you like - after all, there's nothing in the rule book that says you can't have fun!

● SAMI



The weaponry loaded.
Blue bands denote
non-live training
rounds



AGM-65 Maverick and drop tank. Time taken in cleaning up the seams on the tanks will be rewarded



East Midlands Model Show



The main hall towards the end of the day when it had all quietened down a bit. Can you spot editor Hatcher constructing a Panzer?

19 April 2009

Billed as the largest of the one day shows, the East Midlands Model Club certainly put on an impressive event, occupying both the large and small sports halls as well as the conference room at the Hinckley Leisure Centre. The location ensured that exhibitors and traders were attracted from far and wide with the contingent from Anglia being particularly strong. Happily it appeared to be a 'credit crunch free zone' for the day as the show was very busy with much plastic viewed, discussed and purchased. The competition was also extremely well patronized (meaning inevitably that the Editor's 1/144 Tornado and F-86 were unplaced). The coveted prize of best stand went to IPMS Warrington.

#Egg on Face: Apologies to Geoff for last month's erroneous credit on the Northern Show report. Jack Trent was off badger watching in Norfolk that day, and the report was indeed submitted by our intrepid 580 reporter himself.

• SAMI



Entries like this can so often be overlooked in a competition but thankfully this Ryan PT-21 by John Irlam of the recently formed Riverside Modellers took gold on this occasion



The host club stand was duly prominent and included this attractive vignette of beautifully finished silver USAF machines



Just look at the detail in that 144th scale cockpit! This Harrier deservedly took gold in the Editor's preferred scale



Ted Taylor is a one-man stand and his display included a pair of 1/32 Tornados, one in desert colours the other in this No. 31 Squadron anniversary scheme with everything



For those who like big choppers the Shropshire Scale Modellers, fresh from the success of their Cosford show, had this pair of civilian Westlands on display



Fenland & Spalding comprised part of a large contingent from the East and they had brought this stunning Mirage 2000C along



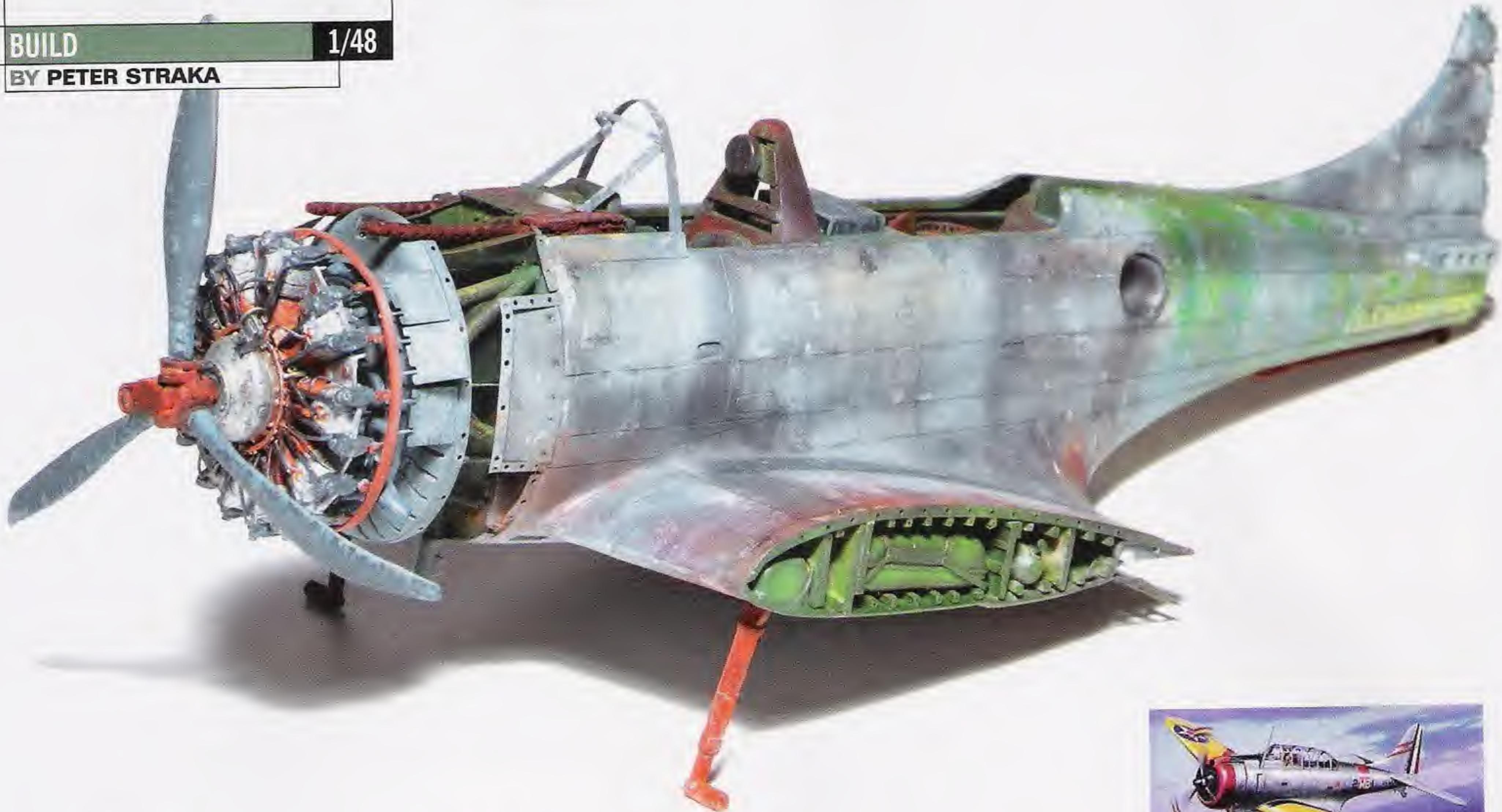
Beautifully presented Mew Gull resident on the Sutton Coldfield Model Makers Society stand



Oops! The Quarter Scale Group came with a very interesting set of post-war US Navy machines, including this crash landed Bearcat



The USAF IPMS SIG put on something different yet again, this time a line-up of F-16 Aggressors



Sixty Years After the War

A National Geographic look at a sunken SBD-1

A Historical Wreck

This particular SBD-1 was delivered in 1940 and served with Marine Scout Bombing Squadron VMSB-132

stationed in Quantico, Virginia. In March 1942 it was transferred to VSMB-142 stationed at San Diego, California and to the Training Group Pacific Command on July 1st, 1942. On August 26th it was transferred again, this time to NRAB Glenview, Illinois, where it trained new pilots in carrier landings.

During a training flight, November 23rd 1942 this Dauntless crashed in Lake Michigan and sank. It was not uncommon for training aircraft to suffer

this fate, either due to engine failures or landing accidents. It remained on the bottom of the lake until the early 1990s, when it was salvaged and sent to the National Museum of Naval Aviation in Pensacola for restoration. It was assigned to the battleship USS Alabama Museum for a time, but was later returned to Pensacola. In 2005 it was accepted by Midway Museum, where it will be put after restoration.

An Unusual project

Wrecked Dauntless, wrecked Dauntless.... I've been mulling over this idea since I found a many great pics of this aircraft at

<http://www.midwaysaircraft.org/> and when my school finished and I didn't know what to do during the three-week vacation, I decided to start this project.

I bought a 1/48 Hasegawa kit, which turned out to be a pretty good basis due to its excellent fit, along with Eduard's photoetched flaps and Verlinden's detail set. The flaps set is excellent, but I have some reservations about the resin, which didn't fit too well, although Verlinden also provide some PE parts, which were fine.

Before I began construction itself I had added rivet lines to the fuselage and wingroots and cut a few openings. Then I started constructing the cockpit. A little



TECHNICAL DATA

Scale: 1/48 Kit No: 09625

Price: OOP

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Creative Models

US Importer: Stevens International

Also Used:

Eduard Flap set Verlinden set

effort and a few copper wires were all I needed to make the cockpit look a bit busier. One trick you may find of use when using this material - if you put the end of a thin copper wire into a flame and wait for a while, the copper melts and creates a small bullet at the tip. Then you need only shorten the shank, and a small lever is ready for use.

But back to the cockpit. Painting was divided into a few steps:

1. Basic colour: interior green I chose to use this colour instead of zinc chromate/chromate yellow
2. Postshading: I used some sandy shades and intentionally overstated the postshading as subsequent techniques



Detail added to the gunner's seat



The engine has been superdetailed to some degree



Tin sheet and etched detail parts added to the tail



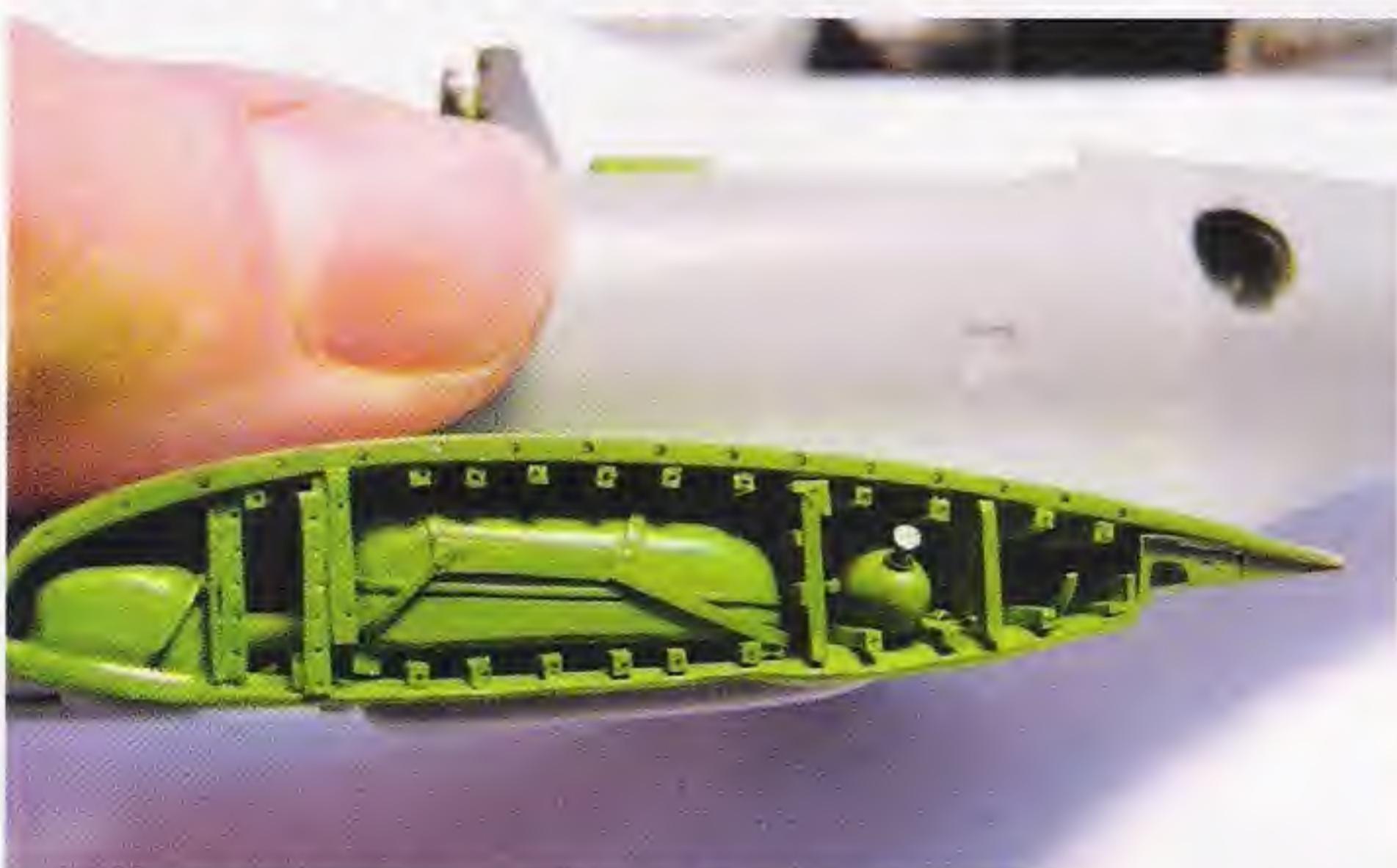
Initial detailing added to the wings with scrap plastic



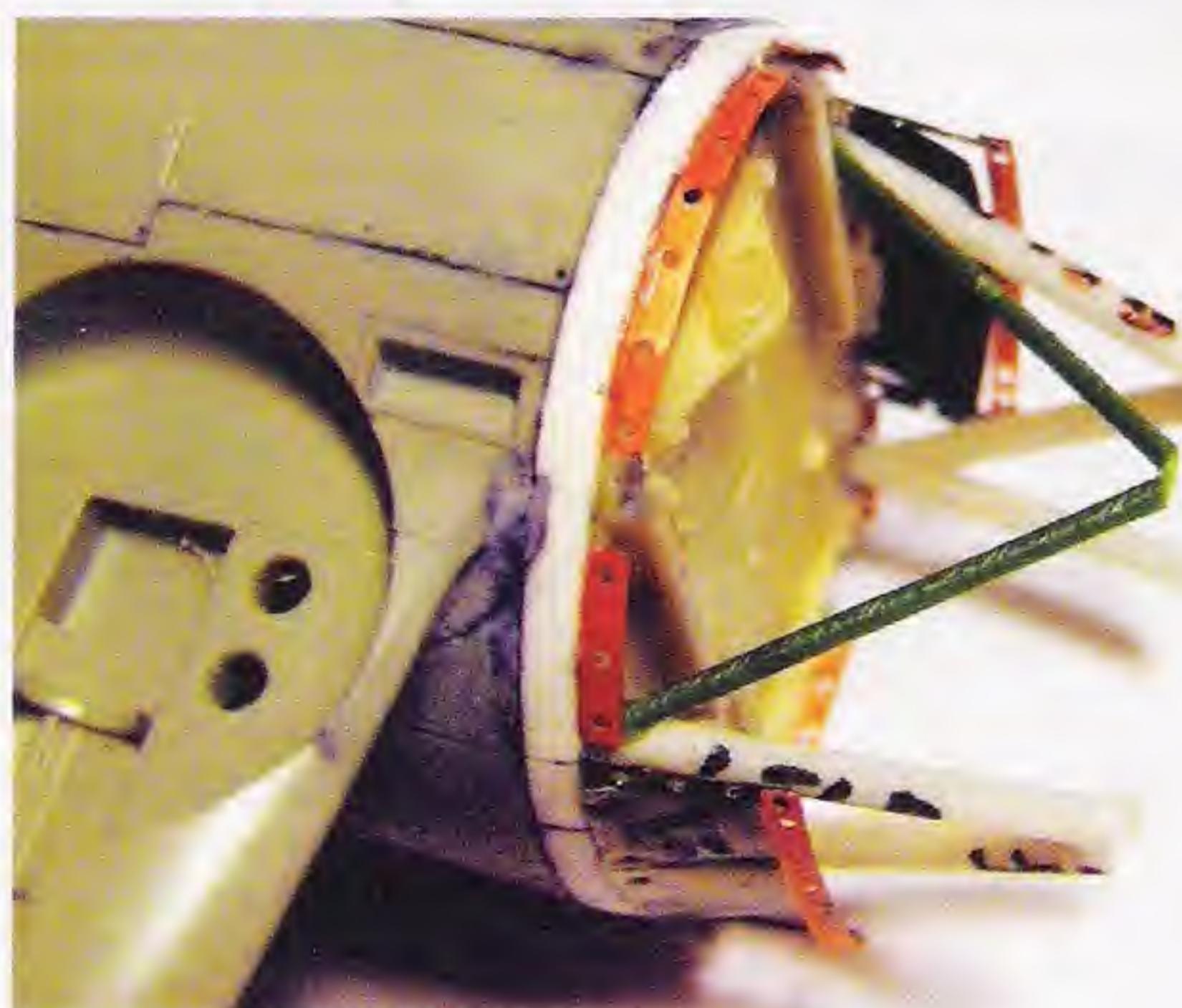
Constant dry-fitting is needed while constructing the internal frames



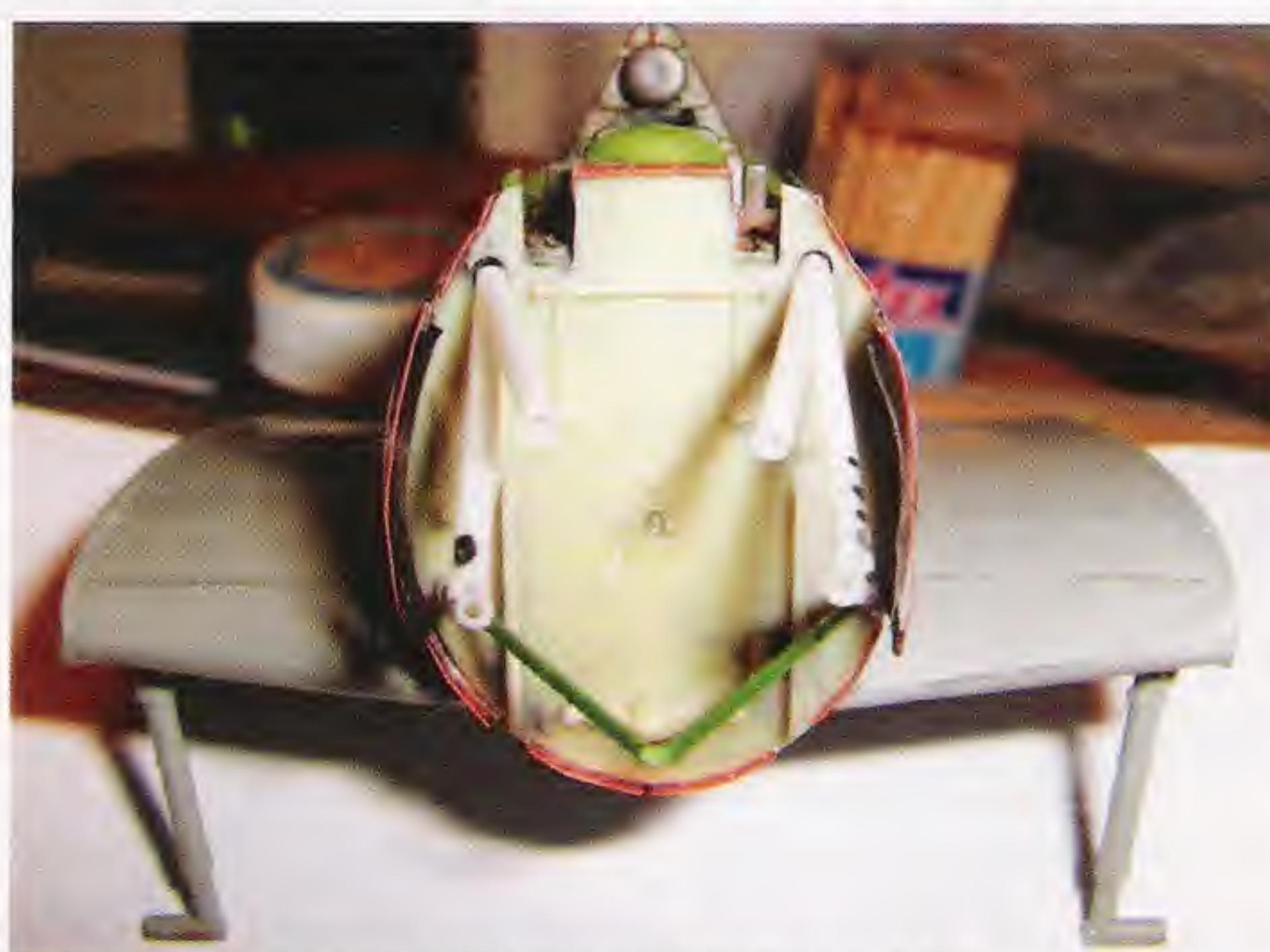
Fuel tanks and other detail have been added from scrap resin and plastic



With the wing interior finished, a coat of interior green can be applied



Engine bearers and firewall under construction



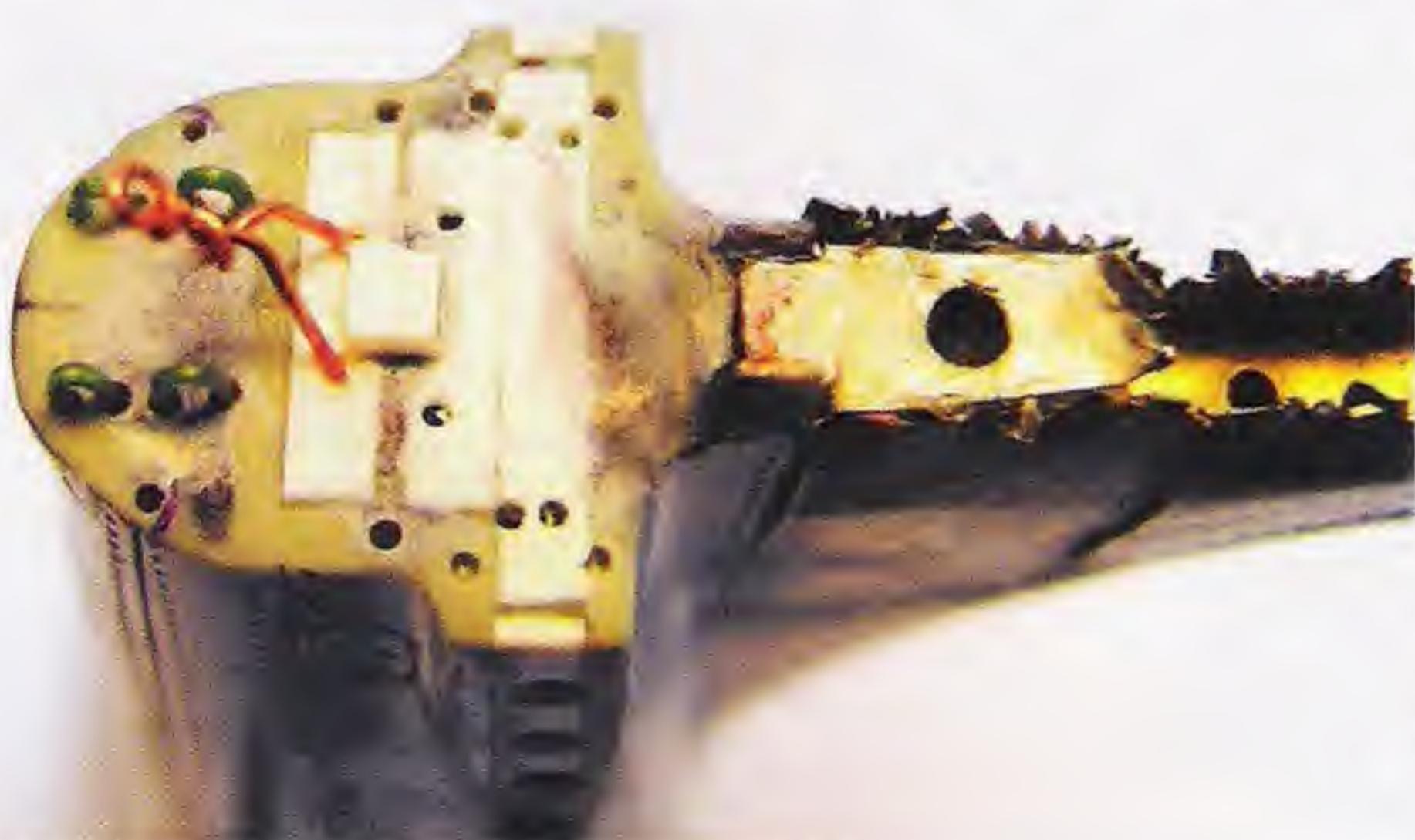
The resin firewall was a poor fit and some rectification was required

more malleable. Afterwards, I planned which panels I wanted to replace with tin plate and then cut them out and added panel lines and rivets.

The following procedure was quite exhausting: I had to scratch out the original plastic panels under the surrounding surface to prevent steps on the model, which would probably appear after gluing new panels. Finally I added an inner framework to the rudder and agitated the edges of the new panels to reproduce the damage seen on the original.

Installation of the Eduard PE flaps was problem free, and the only thing you should be careful of is the thickness of the abraded plastic on the wing.

Next I turned to the wing - or what was left of it. I glued the upper halves to the completed fuselage, which turned out to be a good idea as it avoided a gap, and then I started scratchbuilding the inner wing construction. This was built on both upper and lower halves



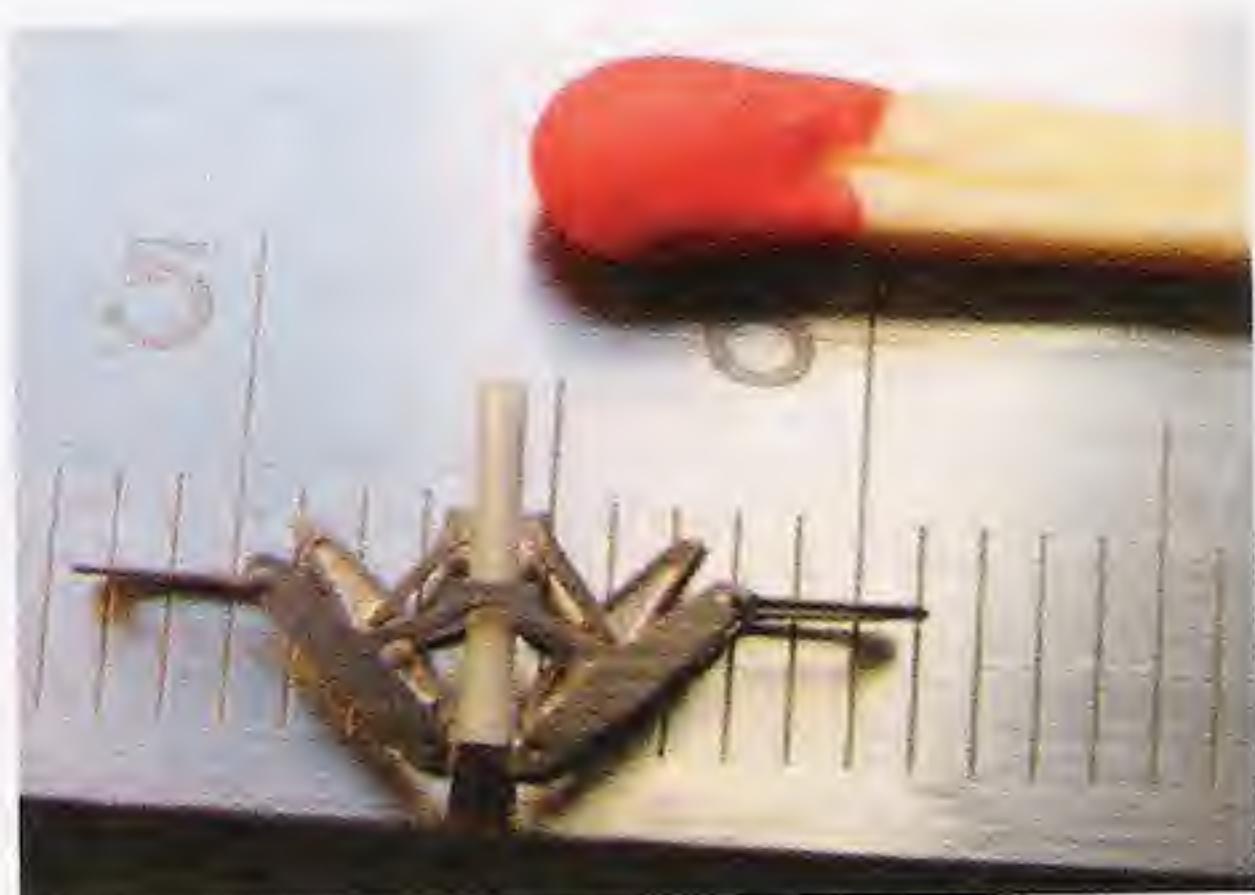
Rear fuselage detailed with copper wire

simultaneously, using plastic card and Evergreen strip. The fuel tank was filed from excess resin and enhanced with metal straps. Other equipment was created out of plastic rods and various copper wires, and finally I glued the wing together.

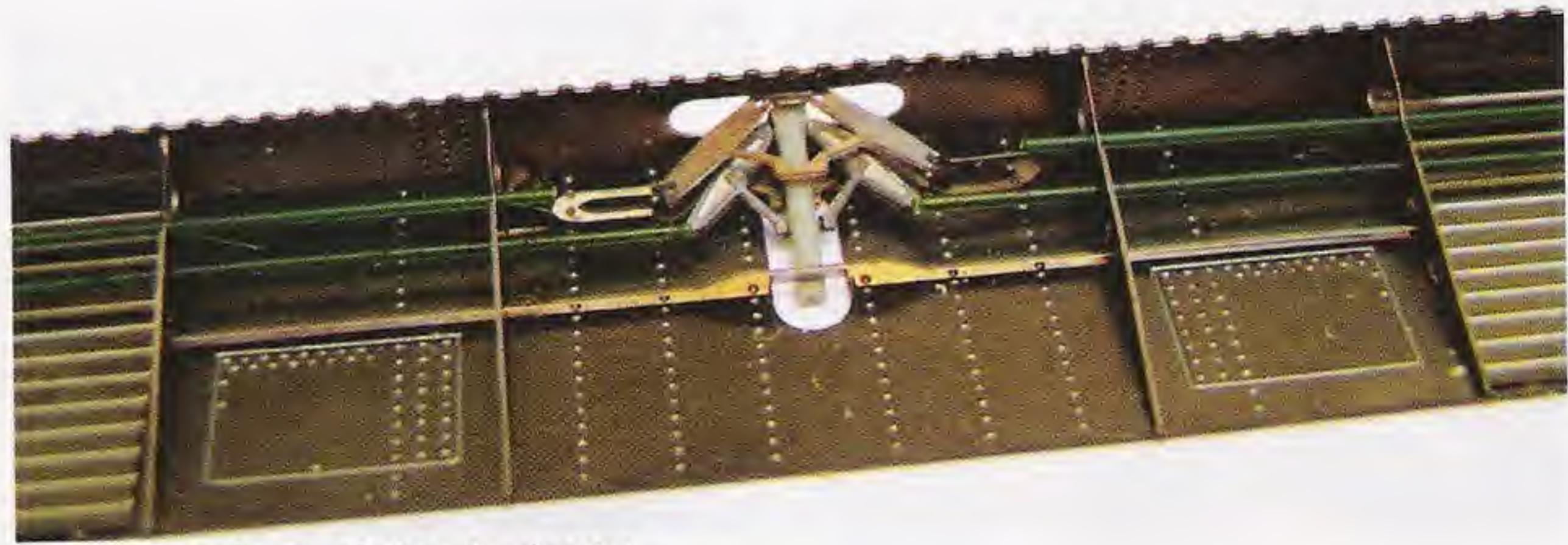
Next I tried to fit the firewall. Three seconds of silly silence was followed by heavy swearing - is that part really smaller than the fuselage diameter? Yes, it was! Fortunately I was able to solve the problem in an elegant fashion by edging the kit part with Evergreen strip and filing it to shape before attaching. I was worried this might have an adverse effect on the overall geometry of the kit, but my fears proved unfounded, so I was able to continue construction of the engine bay. I added few details and scratchbuilt a motor, which isn't as good as Aires' one, but for my purpose was sufficient. Then the painting commenced.

I used a 3-1 mixture of Revell's light gray and aluminum as the basis for my weathering procedures. The effect of worn aluminum was achieved by applying lightened shades of the mix to the centre of panels. I usually mix colors in a medical syringe, as it is easier to handle and comfortable to pour into my airbrush. Once again, I exaggerated the effect to compensate for the amount of weathering methods that were to follow. During this phase I also depicted developed corrosion, mainly at the wing edges and the bottom of the wing, and Humbrol H113 with a drop of silver did this job better than I had expected.

The next task was to spray US Marines at the base of the tail using a



Some of the tiny etched parts need very careful handling



Eduard's flap set is a superb piece of engineering



Damage simulated on the edges of the tin-fabricated panels

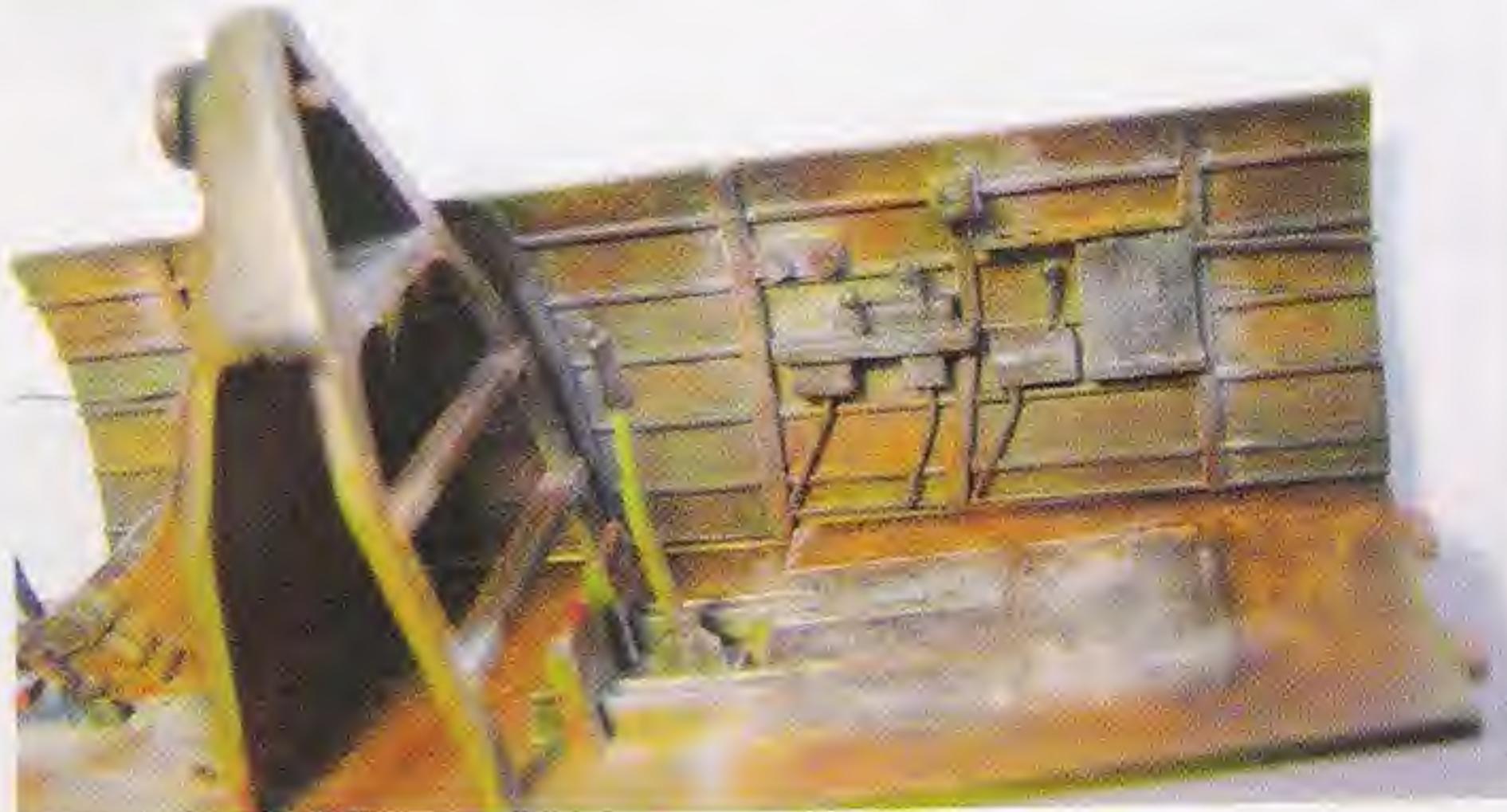


A closer look at the tip of the tail fin prior to painting

B1 B1U.S. MAP



Stencil templates printed on Tamiya tape



home-made mask. I drafted this stencil on my PC and printed it onto Tamiya tape attached to a piece of paper using a common ink printer.

Paint chipping effects were reproduced with a brush. I used

four or five different shades of grey for this, as well as a little silver mixed with green. These needed a bit of toning down and blending in, after which I added few oil washes, mostly gray and brown, in corroded areas.

I now sprayed the model with Tamiya gloss lacquer (XF-20) and made a wash using a mixture of Revell Anthracite and Burnt Sienna enamel colors. Once this was cured, I applied a light drybrushing in the space between the upper and lower wing halves. The application of a final semi-gloss Tamiya lacquer coat and attachment of the finished motor and associated details brought the project to a conclusion.

A Successful Conclusion

I really enjoyed this unusual project, and am pleased with the result too. It has been a very personal interpretation of the subject, and hopefully the overall effect will counterbalance any possible inaccuracies that may have slipped through the net.

Finally, I would like to thank my colleague Vlado Begera for his help with photos.

• SAMI



Events

MAY

Saturday 23rd

Torbay Military Modelling Society/IPMS Torbay 38th annual show
Torquay Town Hall, Castle Circus, Torquay, TQ1 3RD
www.torbay-ipms.org.uk Contact: wellzy_2000@yahoo.com

Saturday 23rd – Sunday 24th

Scale ACT '09

The Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), Australia. Features scale model displays, competitions, traders, a swap 'n sell, and a dinner on the Saturday evening. www.actsmms.asn.au Contact Ike Grieve on (+61) 2 6291 1900



Saturday 30th

2009 Western Canadian Model Contest
at the Nanton Lancaster Museum, located just south of Calgary. Details available online via the club website at www.rockymountainmodelclub.com.

Saturday 30th

IPMS Salisbury's Annual Model Show
and Competition 0930 – 1630 at Wyvern College, Church Road, Laverstock, Salisbury, SP1 1RE, UK. Over 45 Clubs, SIG's & Traders. Contact Don Bartlett, 01985 851113, kateanddon@btinternet.com or visit www.IPMS-Salisbury.org

Sunday 31st

Hendon Scale Model Show
at the RAF Museum, Hendon, London 10.00am to 6.00pm. Free admission and parking. Hannants of London will be open. For more info contact hendonmodelshow@yahoo.co.uk

JUNE

Saturday 13th

North Essex Modellers

demonstrate and chat about the building, painting and finishing of models at Tozo Hobbies & Toys, 22 Sir Isaacs Walk Colchester Tel 01206 765966

Saturday 20th

Fife Model Show

East-Neuk IPMS. 10am – 5pm, YMCA Hall, Bonnygate, Cupar KY15. Contact Dave 01334 652439 or Bruce 01382 543104

Sunday 28th

IPMS Coventry & Warwickshire Show

in association with Midland Air Museum. Entrance includes museum fee. Contact the museum on 024 7630 1033 or Stephen 01675 481687

JULY

Saturday 18th

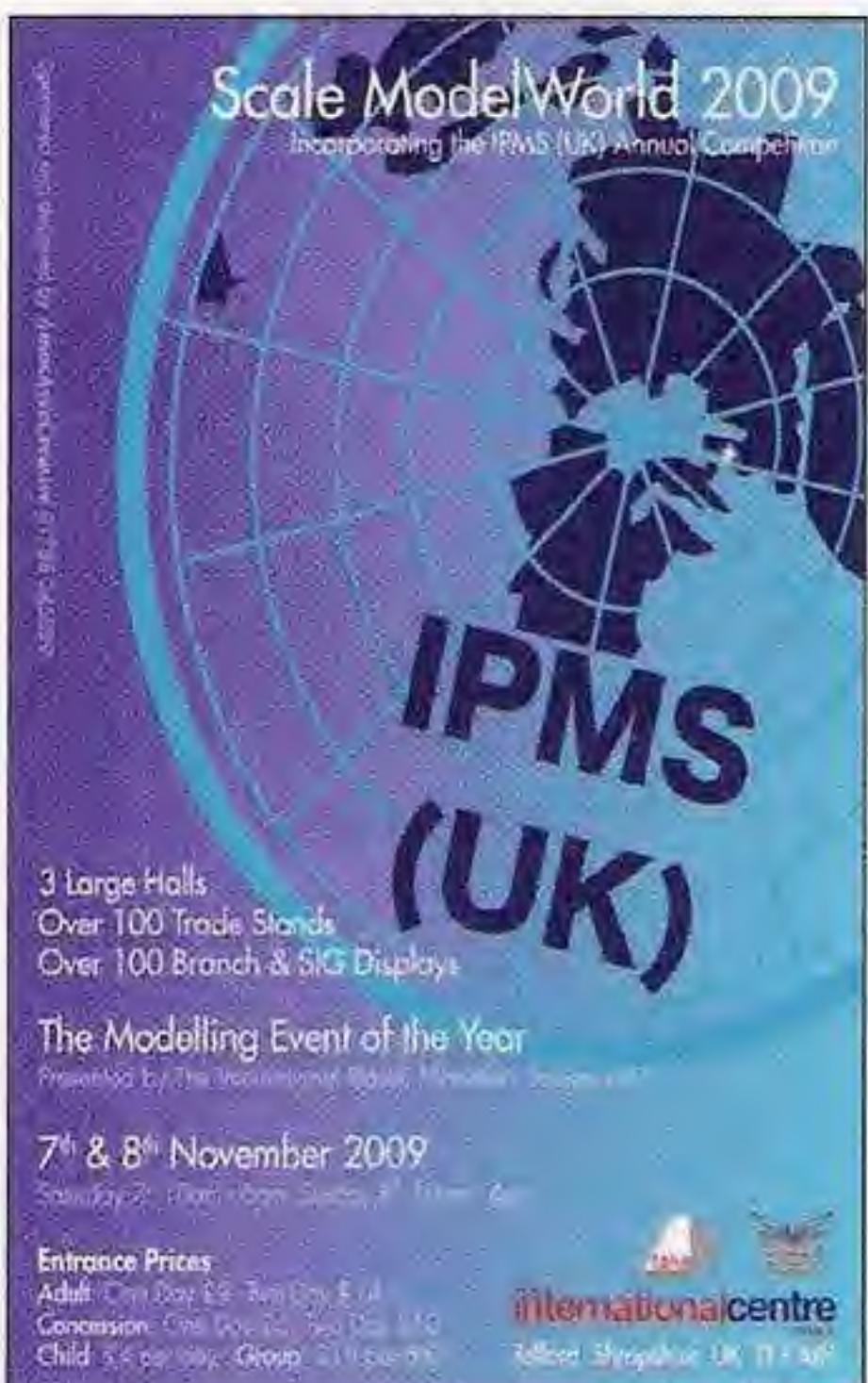
IPMS Roanoke Valley's Virginia Shoot Out Model Show and Contest.

Roanoke Civic Centre Exhibition Hall, 9am – 5pm. Tim Ward +1 540 977 6205 or visit [HYPERLINK "http://www.rvipms.com"](http://www.rvipms.com) www.rvipms.com for details

Sunday 19th

Letchworth Showcase 2009

Plinston Hall Letchworth. Bob Parker 01480 891710 robrenparker@sky.com



AUGUST

Sunday 23rd

Avon IPMS 20th Show

to be held at Yate Leisure Centre, Kennedy Way, South Gloucestershire. 10.00 to 17.00, free parking, open competition, club displays, trade stands, refreshments available. Clubs and Traders e-mail Kevin Webb at hippo58@blueyonder.co.uk Other Enquiries contact Mike Lumb 0117 931 5600 (eve)

SEPTEMBER

Saturday 5th

IPMS West Cornwall show

at St John's Hall, Alverton Street, Penzance, Cornwall TR18 2QR. 10.00 – 16.30, Adults £1.50, Children £1. Contact Arthur Johnson (Club Secretary) (01736) 757726 or email: ipmswestcornwall@hotmail.co.uk

Saturday 19th

IPMS Farnborough Modelfest 2009

at Kings International College, Watchetts Drive, Camberley, Surrey GU15 2PQ. www.ipms-farnborough.co.uk

Sunday 20th

Sutton Coldfield Model Makers

Model Spectacular 2009. Sutton Coldfield Town Hall, 10.00am – 4.30pm. Contact Matt Johnson 01827 61155 www.suttonmodellers.fotopic.net

Sunday 20th

IPMS Fenland and Spalding Model Club Wings & Things 2009

sponsored by JB Models at the Grammar School, Spalding Lincs. For more information contact Steve Abbott 01778 347695

Sunday 20th

Rocon 30. IPMS Rochester

present a scale modelling show at the Radisson Hotel, 175 Jefferson Road, Rochester NY. Information via www.ipmsrochester.org

Sunday 27

IPMS Brampton Model Show

Burgess Hall, Westwood Rd, St. Ives, Cambs. Entry: £1.50 Concessions 50p. Contact: Alec 01480 896949, Please visit: www.bramtonscalemodelclub.fsnet.co.uk Email: bramptonshow@hotmail.co.uk



OCTOBER

Sunday 4th

East Anglian Model Show

Ipswich Town Football Club, Portman Road, Ipswich, 10am-4pm. Adults. For details contact: Kelvin English 01473 657744 / 07921 681303 email kelvin.english@virgin.net

Friday & Saturday 16th – 17th

JERSEYCON - IPMS USA Region 2 Convention

Presented by New Jersey IPMS at the Holiday Inn in Runnemede, New Jersey (In South Jersey off the lower exits of the NJ Turnpike). Theme: 'To the Nines -1939-2009.' Contact Big Bill Schwarz 732-567-3724 (no



This service is offered free to event organisers who wish to give advance notice of their shows. Send information to:
Events, Scale Aviation Modeller, Media House, 21 Kingsway, Bedford, MK42 9BJ, UK
Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications cannot be liable for any errors and/or omissions.

Feedback

England Expects

I received this reply from my brother, Rick, when I asked him, somewhat rhetorically, about whether in my current situation (redundancy) I should order a model I wanted.

His reply is below. It should become the modellers war-cry.

'I think you are morally required to acquire and construct the model without hesitation or delay for the following compelling reasons:

Seeing as you have been freed of the shackles of wage slavery, albeit temporarily, what else is there to do but make models?

Seeing as you would make models anyway, why should being unemployed

be an excuse not to carry on as before?

England would not have it that her unemployed gather in pubs and football stadia all the time, so the pursuit of hobbies as a way of avoiding mischief is totally in order.

By spending money you are aiding England's economic recovery.



We are not spring chickens anymore, and it would be irresponsible to put anything off.

You don't want to mope around irritably, making everyone depressed.

It is the duty of committed modellers everywhere to disregard their personal finances and ensure that they do their

bit to support the production of ever more accurately and finely detailed model kits. There can be no slouching here and shirkers will not be tolerated. To use unemployment as an excuse is sheer indulgence. Sacrifices have to be made.

Difficult as it is to do your duty to England by obtaining this model, and even accepting that you might be acting entirely against your will, there is nevertheless the possibility, however slim, that you might find it enjoyable.'

Bill van Heerden
Newbury, Berkshire

● SAMI

Missing Lynx

Being a fellow Fleet Air Arm buff I thought I'd let you know about some significant errors with the HobbyBoss Lynx HAS.3 kit. Basically you need to buy the Super Lynx boxing as well, to source parts for a correct HAS.3. Here are the chief problems I've found:

- 1. The kit only includes the old style straight rotor blades and there are no BERP blades included, which have canted tips fitted. These feature on the box art and are included in the Super Lynx boxing
- 2. Although most of the Orange Crop ECM kit is included in the kit, the wheel spindles can only be used if you are building a non-Orange Crop fitted HAS.1 version. Correct parts are also provided with the Super Lynx
- 3. The side windows for the cockpit are missing the characteristic bulge. Once again the Super Lynx kit has the correct parts
- 4. Sea Skua missile and modern torpedoes are included on the painting guide and decals appear for them on the sheet, but neither are provided in the kit. I believe these are on the same sprue as the BERP blades in the Super Lynx kit.



- 5. The cabin seats provided can only be used for the Army version or some foreign navies as the Royal Navy Lynx is fitted with a one-piece inflatable style seat

I'm sorry to have to write this as I was looking forward to a new Lynx and apart from these omissions the kit is otherwise generally good.

Tony O'Toole

● SAMI

Texans take Time

Srecko Bradic did an outstanding job on the Texans and Harvards as far as the aircraft are concerned, but he got the US national insignias incorrect. The first one is the USMC one on top of page 376 with the too-small red disc in the center of the star. This disc should be tangent to the sides of the pentagon formed by connecting the five inner points of the star, not the smaller version illustrated nor should the disc touch said inner star points as some Warbird restorers do it.

Second item are the rectangles on both sides of the post-summer 1943 star&bars insignias. Srecko's are too wide. The whole design is based on

the radius of the star. The rectangle should be the length of this radius, its width should be one half of the radius, and the border around the blue disc and rectangles should be one eighth of the radius. When the red stripe is inserted into the white rectangle, its width is one sixth of the radius.

He is not the first to do this wrong and will not be the last. Even some GIs did them wrong and far too many Warbirds have them painted incorrectly.

Just want to see them done right!
Dave Menard
Dayton Ohio

● SAMI

Location Location

I wish to bring attention to an important error in the recent article from your IPMS USA contributor regarding the upcoming 2009 IPMS National convention. The author states that the convention is at the Columbus Convention Center, which, whilst close by, is not the correct location. The show will be in the ballrooms at the Hyatt Regency itself, which as the author states is the official convention hotel.

The convention center is a short walk away, but not where anything connected to the show will be held, and anyone going there would be most disappointed at the lack of models on display. Other than this, it is a very nice article and as he says - we'll see you there!

Graham Holmes
IPMS Eddie Rickenbacker Chapter
IPMS 2009 Nationals Treasurer and Deputy Chairman

● SAMI



Glass Houses

As you probably have been informed many times already, the canopy on David Batt's model of the Harvard Mk I is incorrect. It is a T-6 movable canopy, whereas all Harvards - except for one batch of Mk IIAs (NA-88) that came direct from the California assembly line - have a fixed canopy with the extra frame. This error has been promulgated for a long time.

The article refers to a moulded clear resin part, but I don't know if this part



reflected the longer, 'Harvard' canopy or the shorter T-6 canopy, but this may account for the gap problems that the author mentions in his article

There still is no kit or conversion for a 1/72 Harvard Mk I, although CMR makes the proper canopy and are promising a resin kit of the Harvard Mk II. I apologize for being so pedantic, but imagine the responses you would get if a similar mistake was made on a Messerschmitt!

Bill Coffman

Via Email

● SAMI



Zero Points

Iwould like to thank Mr. Starkings for his comments in SAMI April 2009.

As illustrator I would like to respond to the points noted about the profiles of the A6M published in the March issue. Firstly, I am aware of the rule concerning the green cross over white square on captured Japanese aircraft, but gray scale computation on the original image suggested the green is a medium to light shade and the shade on the image is identical to the red. So,

I have chosen to suggest that the Hinomaru is painted partially with white with the cross shape left in red.

Profile #12 on page 276 is based directly on images sourced and there are several images of the same machine so the markings are correct, but when they were applied I cannot say.

Srecko Bradic

Via Email

● SAMI

The Price of Grain

Iread with interest your article on the effect of the credit crunch on the price of kits and can sympathise with the views of readers who are angry at the price of some kits these days. The good side is the undisputable fact that this is a golden age for aircraft modellers in terms of choice and quality, especially those of us who built kits as the toys of the pre-computer generation. Never in my wildest dreams did I imagine that some-one would eventually produce an injection moulded 1/48 Wellington, never mind a choice of two variants or that a 1/32 Swordfish is definitely on the cards, likewise a 1/24th Mosquito.

It's obvious that exchange rates are

playing a part in the pricing, coupled with the fact that some kits are short run, but I think that some manufacturers know what the product gaps in the market have been and exploit this.

Nevertheless I agree with your point that this is a hobby and a passion and we do have a choice in whether we buy or not. As for me I will pay up the £130 or whatever it is if the Mosquito appears and quite happily become a hermit for the sheer pleasure of building a model of this beautiful aircraft. As regards finding the space for it, that's another story.

Alvin Hillocks

Via Email

● SAMI



Roland Thunder

Mike King's otherwise excellent build of the Eduard Roland C.II failed to spot a few things not mentioned in the instructions. The light blue colour schemes were applied to early production C.IIs, which differed a bit from the later ones. Here are a few points relevant to the kit, which is a late version out of the box:

The four lumps moulded on the upper surface of the top wing have to come off. They're part of the push-rod aileron controls that early machines didn't have

The holes for the pushrods in fuselage sides and lower side of the top wing need filling

The ailerons need an activating crank each on the top surface, crossing to a hole you'd have to drill through the wing so the control wire can reach up (there

are 2 of these running from a fairing on the lower wing, fairly big and absent from the kit)

One of the rear fuselage windows has runners moulded in place so it can slide. Off they come, as the early machines windows all folded downwards and outwards

Early machines had no Spandau under the roll bar. This means the ammo tank attached to the back of the control panel can also go away

The roll bar was made from 2 hoops, instead of the later straight-legged variety supplied

All the fuselage bulkheads are moulded solid but should really be fretted out

Parabellum and Maxim (Spandau) machine guns were generally japanned black in colour

The rigging diagram shows two landing wires each side - early machines only had these on the rear spar, not the



used the PE control cranks supplied.

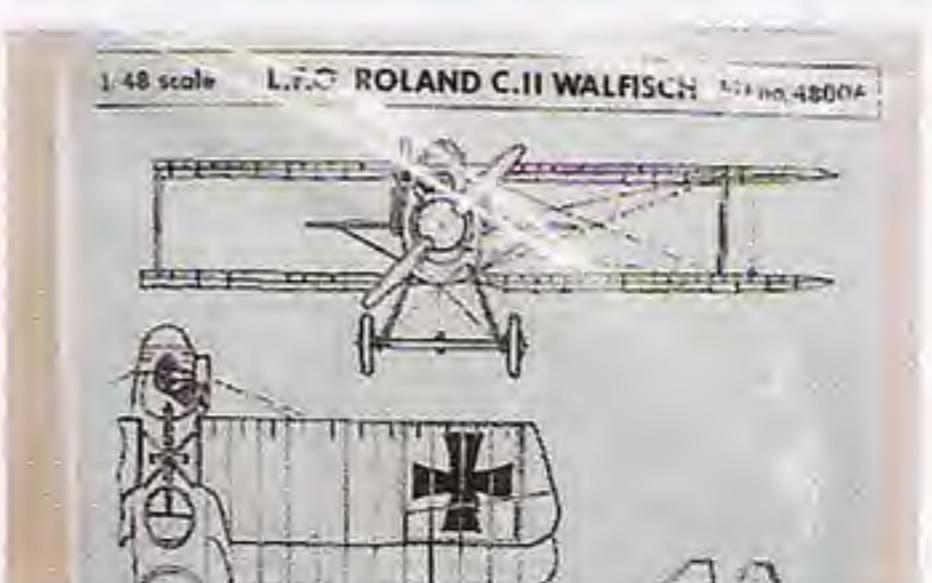
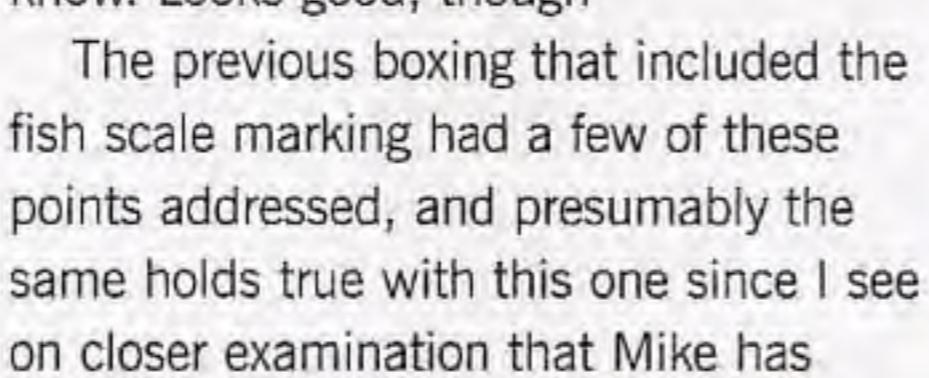
Generally it's an excellent kit, but I should point out that it isn't a new one - it came out in 2000 and has had several incarnations since.

I hope this is of some interest.

Paul Thompson

Via Email

● SAMI



Books

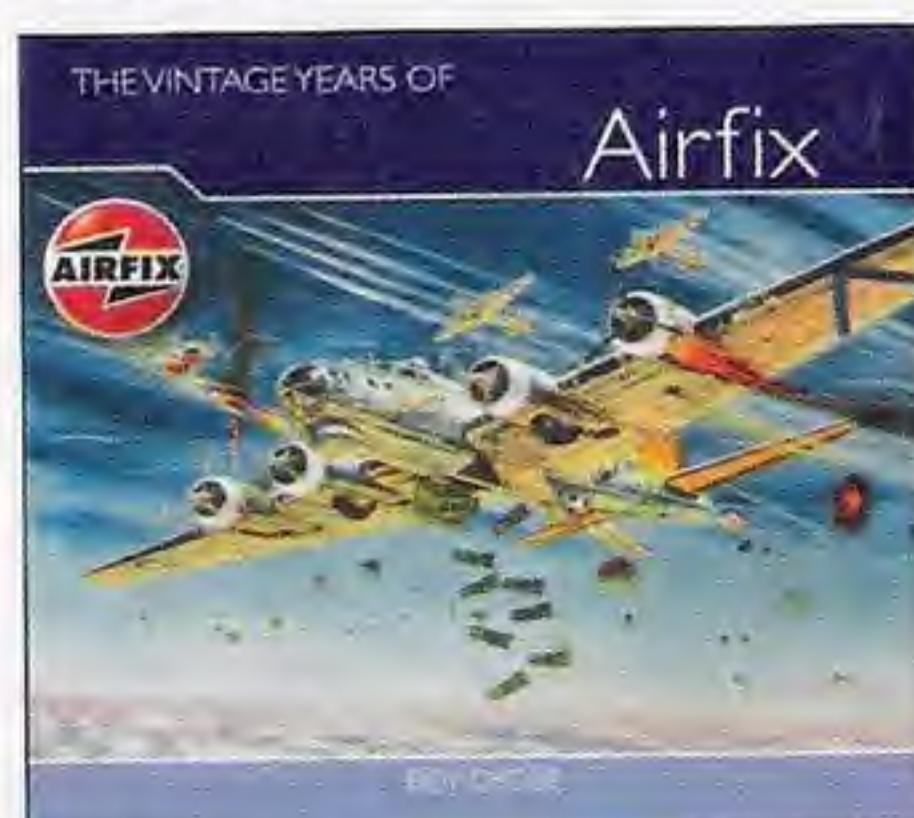
The Vintage Years of Airfix

There are some books that will be of absolutely no practical use to the modeller whatsoever, but still belong firmly on their bookshelves. This is one such. Basically the book reproduces the author's original artworks in a large colour format, with captions by Mr. Cross himself commenting upon the subjects, and offering anecdotal reminiscences on the illustrations and the job in hand.

This is a must-have title not only for any modeller with an affection for the brand, but also for anyone keen on aviation art,

as the images have always been beautiful and evocative, with or without a kit attached!

Jack Trent
SAM



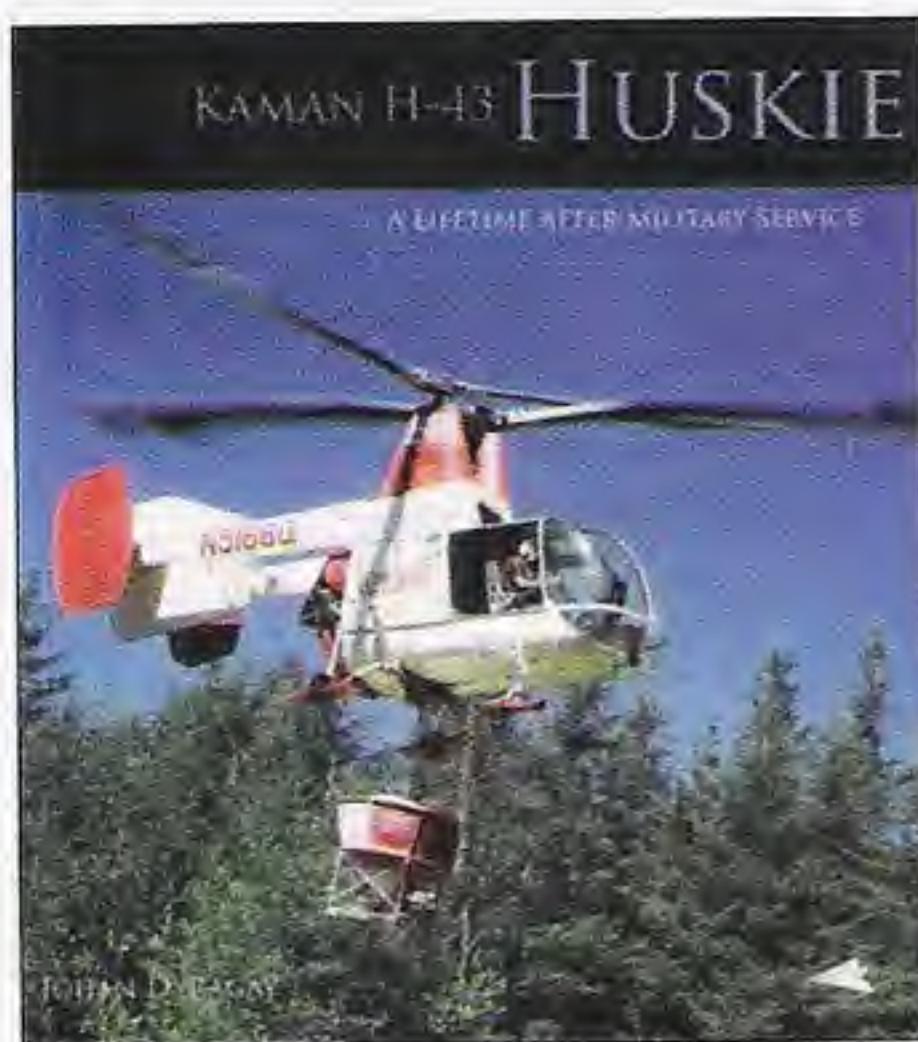
BOOK

Author: Roy Cross
Publisher: Crowood
ISBN: 978-1-84797-076-3
Format: Hardback, 128pp



Kaman H-43 Huskie A Lifetime after Military Service

The unmistakeable Huskie has led a remarkably busy life, both with the US Navy, and in the aftermath of its



military career. This book charts those businesses making a living by using the machine for a variety of tasks - logging, fire-fighting, crop-dusting etc. - and is an attractively presented and nicely illustrated record of the type in civil use. Plenty of good ideas for modelling projects in here, as well as a good read for the general enthusiast.

Barry Brine
SAM

BOOK

Author: Johan D. Ragay
Publisher: Flash Aviation Shop
ISBN: 9 0715 53
Format: Softback, 106pp

Aero Research - US Army Collection No. 1

This latest selection covers a wide variety of fascinating types, all presented in the form of high quality colour images in this manufacturer's usual format. Over 140



images spanning sixty years make for a valuable addition to your reference library.

GH
SAM



Swedish Viggens

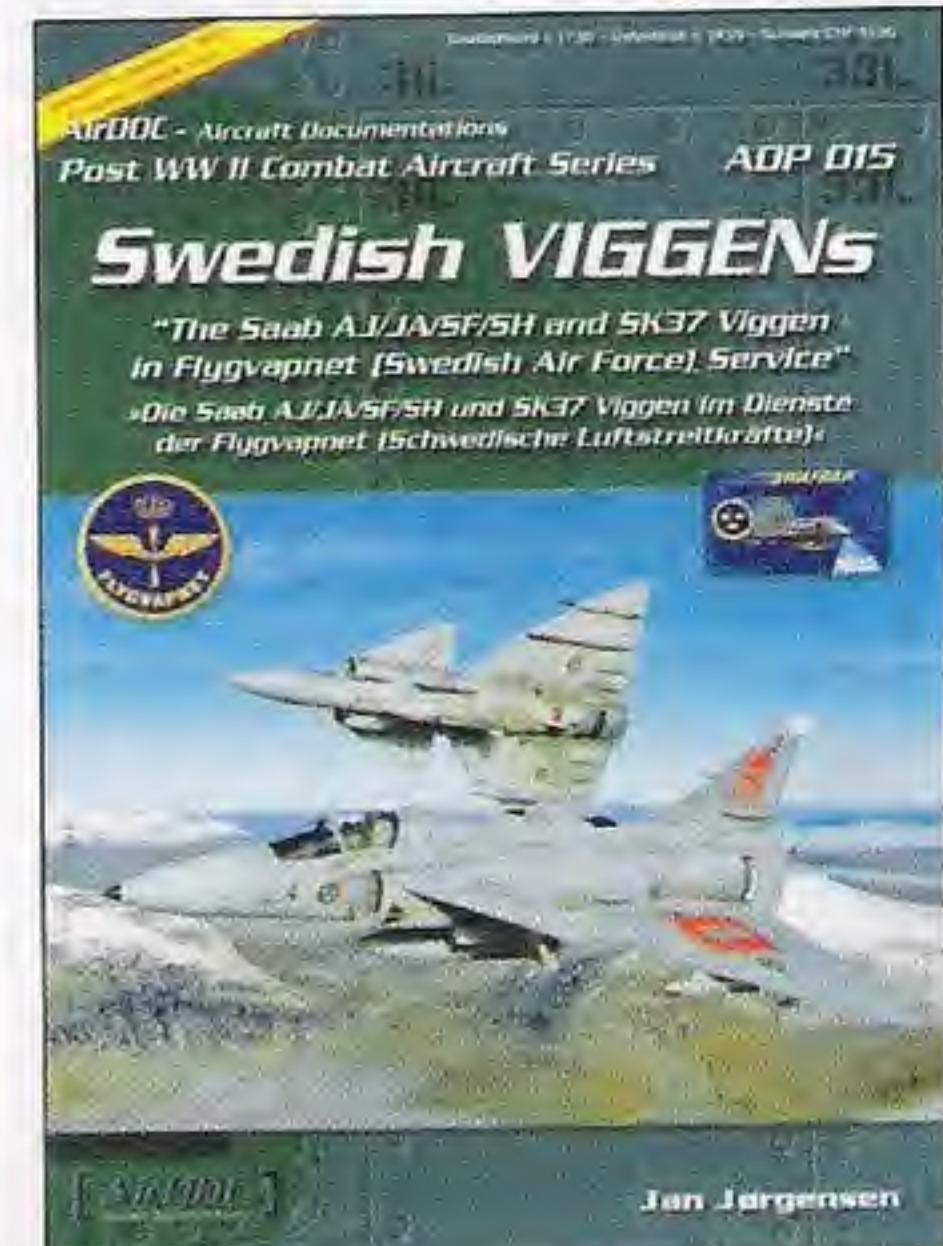
There is something I have always liked about the Viggen. Its unusual canard arrangement, the twin-wheeled main undercarriage and the substantial look of a Volvo made for an unlikely looking fighter.

This title covers the evolution of the Viggen from its introduction as a dedicated ground-attack airframe to the development of an air-superiority fighter. The two-seat trainer with its unusual double canopy and the ECM derivative of this airframe, plus the chiselled nose reconnaissance version, are also covered.

This is a great one-stop reference on the Viggen, which will be a good purchase for anyone looking at updating

the Matchbox, Airfix or Esci kits, and as the Viggen topped the pole on a recent online survey to suggest Trumpeter's next 1/32 kit announcement, you never know!

DF
SAM



BOOK

Author: Jan Jorgensen
Publisher: AirDOC
ISBN: 978-3-935687-15-7
Format: Softback, 80pp

Sea Fury In British, Australian, Canadian & Dutch Service

The Sea Fury was the epitome of piston engine fighter design and though it was just too late for the Second World War it served with distinction in Korea. Though many will be aware of its service with the Royal Navy, its use by Canada, Holland and Australia is less well known and is an area that this book redresses quite nicely.

This book works on many levels - a historical document, a modellers' reference, a tribute to Hawker's last piston fighter - it ticks all these boxes and after reading it I have started work on yet

another Sea Fury to add to the three 1/32 examples I have already constructed,

DF
SAM



BOOK

Author: Tony Butler
Publisher: Dalrymple & Verdun Publishing
ISBN: 978-1-905414-11-6
Format: Softback, 144pp



CD

Cat. 1014

Cat. No. 1014

Aero Research Co.

Windsock Datafile 134 FE.2d

The latest Windsock Datafile covers the FE.2d, the Rolls Royce Eagle- engined version of the FE.2b. The title is up to the usual standard you would expect from this publisher, with well reproduced archive photographs, scale plans in 1/72 and 1/48, as well as plans of the RR Eagle engine.

Another fine book for your WW1 library.

Windsock Worldwide Vol 25 No2

The latest issue of Windsock Worldwide is a full-colour collectors issue dedicated to the first four

BOOK

Publisher: Albatross Productions Ltd
ISBN: 978-1-906798-01-7
Format: Softback

releases from the new New Zealand firm Wingnut Wings. These kits are simply stunning and this issue will be required reading if you are interested in these kits.

For further information please visit www.windsockdatafilespecials.co.uk.

Tim Upson-Smith
SAM

RAF FE2d

By P R Hare



WINDSOCK DATAFILE 134



WORLD EXCLUSIVE 4 STUNNING NEW 1:32 KITS!

Naval Fighters No. 79 Curtiss F9C Sparrowhawk Airship Fighters

This book takes a well-written and illustrated look at the fighters, and the airships which carried them. Scale

plans are also included of the aircraft as well as a review of the soon to be re-released Williams Brothers 1/32 scale kit of the Sparrowhawk.

The book is rounded off with a look at some of the post-WW2 American ideas of aircraft carrying fighters for protection.

Overall a book about a little known aspect of 1930's aviation, and if the subject appeals this book will give you the information you need on this fascinating aviation experiment.

Tim Upson-Smith
SAM

BOOK

Author: Capt Richard Hoffman USN Ret
Publisher: Ian Allan
ISBN: 0-942612-79-5
Format: Softback, 64pp



AirDoc Pictorial USMC Phantoms

Most of us are aware of the colourful schemes applied to the F-4 Phantom while in US Navy service, but its use by the US Marines tends to be overlooked. The Marines had twenty-five squadrons flying F-4B/N/J/S and the Photo Recon RF-4B between 1962 and 1990, and this period covers the classic Gull Grey and White scheme with colourful unit heraldry, through to the low-viz greys, which became prevalent in the 1980s.

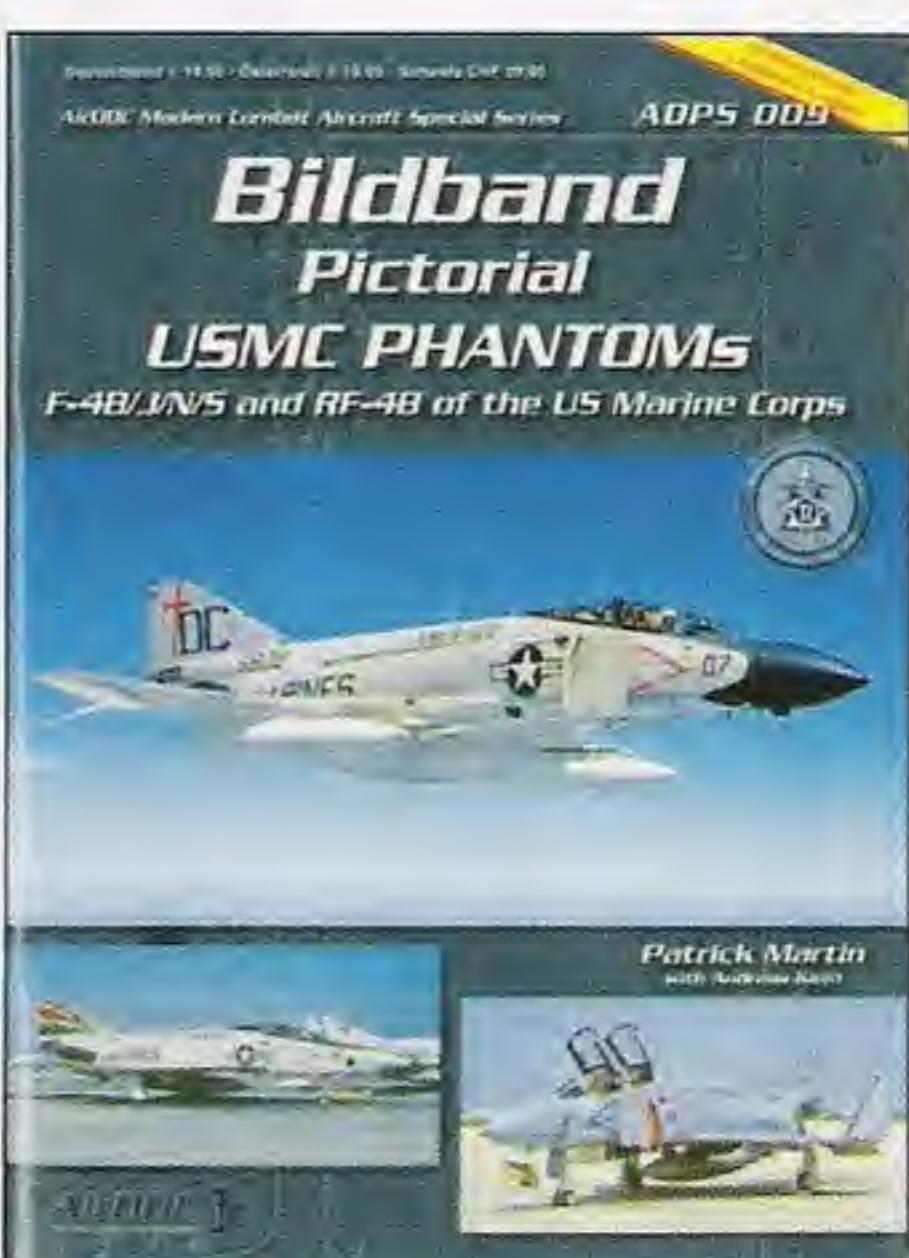
Many of these photos are published here for the first time and most are to a very high standard and are supported by informative bilingual English/German text.

Highlights for me were the attractive black and white checked radome of

VMFA-312 and some of the very colourful schemes applied to the rarely modelled reconnaissance Phantoms.

If you are a Phantomholic this is a must-have for your bookshelf.

DF
SAM



BOOK

Author: Patrick Martin
Publisher: AirDOC
ISBN: 978-3935687-69-0
Format: Softback, 76pp

The FE.2b Flies Again! Recreating a WW1 Legend

The Vintage Aviator Ltd, a New Zealand based firm of WWI aircraft builders and restorers, have pulled out the stops to build not one but two airworthy FE.2bs, both with original Beardmore engines. This book tells the story of these replicas, as well as giving over 70 rare archive pictures.



Aircraft enthusiasts and model makers have a lot to thank this New Zealand firm for as with Peter Jackson (of Lord of the Rings fame) they have created not only the FE.2b replicas but four SE.5as, three of which are airworthy, and are working on a series of BE.2 replicas/restorations. For the model maker there is the offshoot firm Wingnut Wings whose catalogue is all WW1 in 1/32.

This is an excellent book, giving us a closer look at how the replicas have been built and the history behind this important but often overlooked WW1 workhorse.

For further information please visit www.windsockdatafilespecials.co.uk and www.thevintageaviator.co.nz.

Tim Upson-Smith
SAM

BOOK

Publisher: Albatross Productions Ltd
ISBN: 978-1-906798-01-7
Format: Softback, 68pp

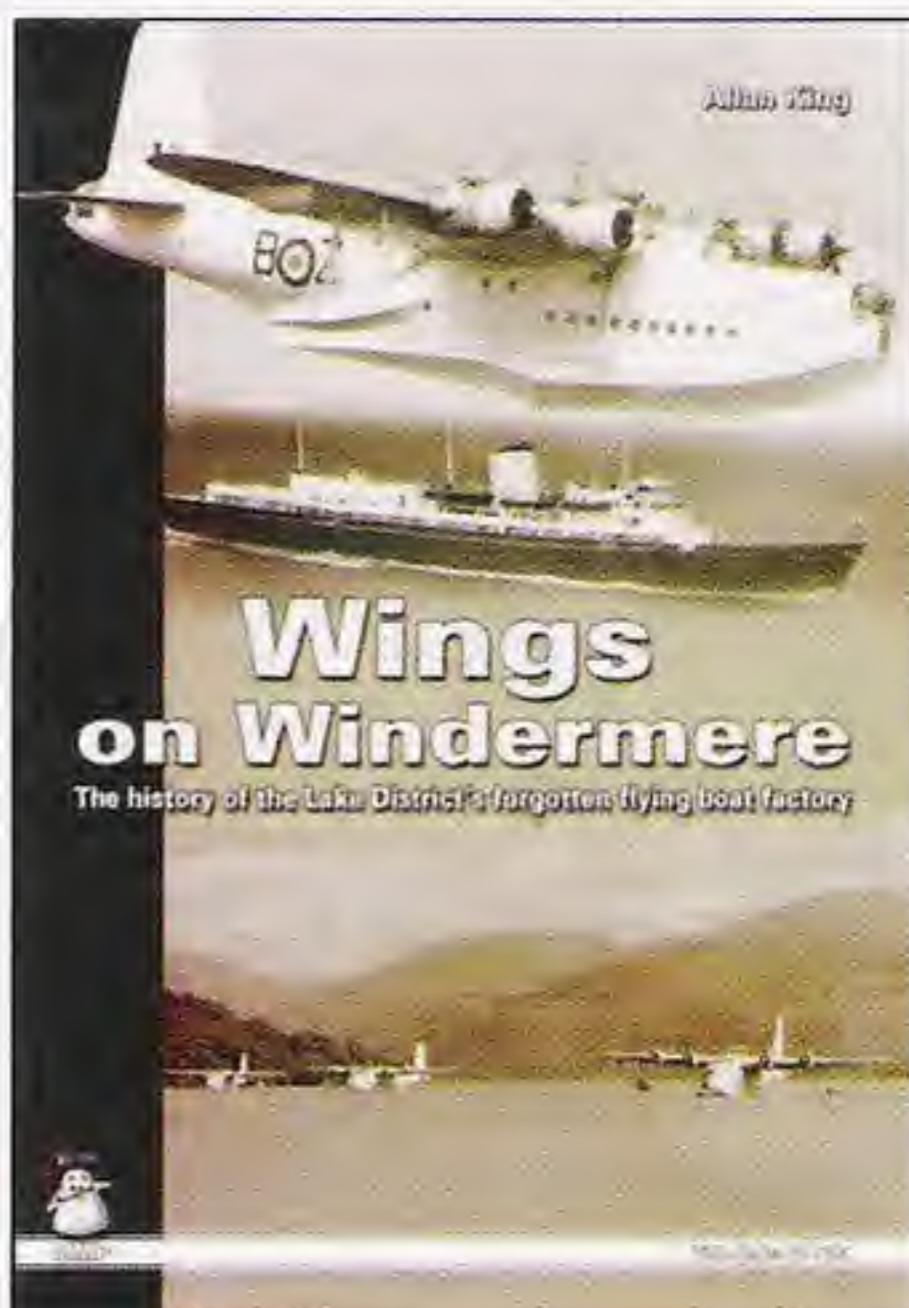
Wings on Windermere

Between 1941 and 1945 a purpose-built factory adjacent to Lake Windermere turned out Sunderland flying boats. For the first time the full story of this little-known location is told in full. Filled with fascinating data, photographs, maps, and some very nice colour profiles, this is a remarkable piece of research, and adds up to an interesting and absorbing look at wartime production.

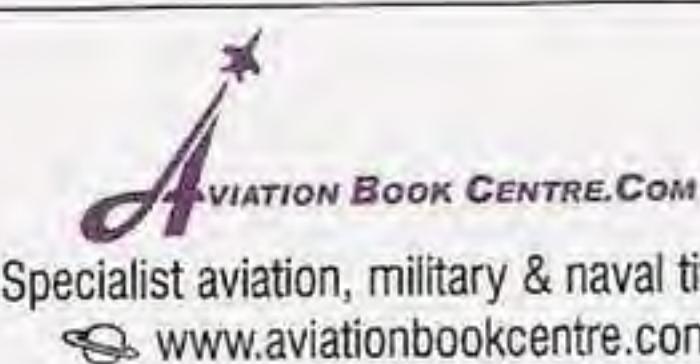
Barry Brine
SAM

BOOK

Author: Allan King
Publisher: Mushroom
ISBN: 978-83-89450-82-1
Format: Softback, 160pp



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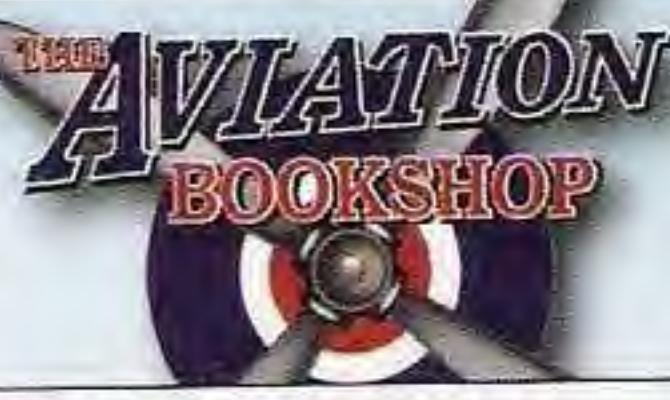
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